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NEXT SAILINGS FROM HONG KONG

| | For Shanghai & Japan | For Singapore & Europe | |
|--------------------------|----------------------------|------------------------------|--|
| *S.S. "DUCHESSA D'AOSTA" | | Feb. 22 | |
| M.V. "ESQUILINO" | Feb. 4 | Mar. 4 | |
| *M.V. "COL DI LANA" | Feb. 16 | Mar. 26 | |

*Cargo steamers only.
All dates are subject to alteration without notice.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu,
SHINYO MARU Wednesday, 19th February.
ASAMA MARU Thursday, 27th February.
SEATLLE, VICTORIA via Shanghai & Japan Ports.
SIBERIA MARU Wednesday, 12th February.
SHIZUOKA MARU Friday, 28th February.
LONDON, MARSEILLE, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez
HAKUSAN MARU Saturday, 8th February.
KITANO MARU Saturday, 22nd February.
SYDNEY & MELBOURNE via Manila & Ports.
KAGA MARU Wednesday, 19th February.
TANGO MARU Wednesday, 26th March.
BOMHAY via Singapore, Penang, & Colombo.
TAMBA MARU Tuesday, 11th February.
† TOKUSHIMA MARU Friday, 28th February.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
RAKUYO MARU Sunday, 2nd March.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Porta.
KAWACHI MARU Saturday, 8th March.
NEW YORK, BOSTON via Panama.
† KUMA MARU Thursday, 13th February.
LIVERPOOL via Port Said, Constantinople, Genoa.
† DELAGOA MARU Monday, 17th February.
CALCUTTA via Singapore, Penang & Rangoon.
† CALCUTTA MARU Saturday, 8th February.
† MALACCA MARU Saturday, 16th February.
SHANGHAI, KOBE & YOKOHAMA.
† MURORAN MARU (Chumulp) direct Sunday, 9th February.
† TSUSHIMA MARU Tuesday, 11th February.
KATORI MARU Monday, 17th February.
† Cargo only.
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For further information apply to—NIPPON YUSEN KAISHA
Tel. Central No. 202, 3897 and 3821. (Private exchange to all departments.)


O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
ATLAS MARU Monday, 10th February.
AMAZON MARU Saturday, 15th March.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
HAWAII MARU Tuesday, 25th February.
LAPLATA MARU Friday, 21st March.
BOMBAY—Via Singapore & Colombo.
SHINNOH MARU Wednesday, 10th February.
*GANGES MARU Thursday, 8th March.
(Calls at Karachi.)
DURBAN, LORENZO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
PANAMA MARU Saturday, 1st March.
CALCUTTA—Via Singapore, Penang & Rangoon.
KASADO MARU Tuesday, 18th February.
CELEBES MARU Tuesday, 4th March.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.
MELBOURNE—Via Manila, Brisbane & Sydney.
SYDNEY MARU Thursday, 6th March.
HAIPHONG—Via Hanoi & Pekhol.
MENADO MARU Thursday, 20th February.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS.
ALASKA MARU Monday, 17th February.
TACOMA MARU Friday, 21st February.
CELEBES MARU Saturday, 8th February.
KEELUNG—Via Swatow & Amoy.
HOZAN MARU Sunday, 9th February, noon.
CANTON MARU Sunday, 16th February, noon.
TAKEO & KEELUNG Thursday, 13th February, 10 a.m.
TAKAO—Via SWATOW & AMOY.
DELI MARU Saturday, 8th February.
BATAVIA MARU Saturday, 8th February.
For further particulars please apply to—OSAKA SHOSEN KAISHA.
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STEAM OR DIESEL?
Operating Costs of V.S. Tonnage
FULL PERFORMANCE
Improvements To Be Expected in Diesel Engines
COMMERCIAL SUCCESSES

Operating costs of diesel-driven and steam-driven cargo vessels of the Shipping Board were compared in a paper submitted by Captain R. D. Gatewood, former manager of the maintenance and repair division of the Merchant Fleet Corporation, at the annual meeting of the Society of Naval Architects and Marine Engineers in New York. The following is a resume of Captain Gatewood's paper, after which we give the contribution by Mr. J. H. King, of Messrs. Babcock and Wilcox, to the discussion which followed the paper. In explaining the basis of comparison, Captain Gatewood said:—

"A number of voyages are included of several vessels, with the different types of drive, all operated by the same company and in the same service, namely, either from North Atlantic ports to India and return, or from North Atlantic ports to Australia and return by way of the Philippines and the Suez Canal; and since, for the most part, the various voyages were made during the same period of time, it is reasonable to assume the vessels were all operating under generally similar cargo load conditions. The tabulations which are presented have been computed from the actual charges against each vessel in the accounts of the Shipping Board."

The comparisons, which covered ten direct-driven diesel ships, four oil-burning steamers with reciprocating engines, and three oil-burning steamers with double-reduction geared turbines, were summarized by Captain Gatewood as follows:—

Average Expenses Engine Dept.

Per Per Speed
day. mile. knots.

10 diesel vessels ... \$187.50 \$1.81 11.18

4 recip. vessels ... 255.18 1.84 9.04

3 turbine vessels ... 259.84 1.93 9.88

Average Cost Fuel Oil Per Barrel

Diesel vessels \$1.52

Steam vessels 1.47

Emphasis was laid upon the fact that on account of the method adopted by the accounting division of the Shipping Board, some of the voyages used for purposes of comparison carry a maintenance cost out of all proportion to the maintenance cost of other voyages. Another point made by Captain Gatewood was:—

"It should be fully appreciated that the steam-propelled vessels are equipped with boilers and machinery designed and built during the war period, and that no doubt much better fuel performance could be obtained with modern up-to-date machinery of this type, and possibly in some instances lower maintenance costs, and (but) it should also be realized that the diesel engines were the first of either their size or type to be built and installed in ocean-going vessels in this country, so that it is to be logically expected many improvements could be made in future engines of this class."

"Indeed, in the later engines of the diesel programme of the United States Shipping Board, which has just been completed, many improvements in design have been incorporated, and it is expected this will result in somewhat lower overall fuel consumption and much lower maintenance costs."

Engine Department Expenses

The engine department expenses of the several vessels were stated as follows:—

Motorship West Honaker, 8,006 tons d.w., equipped with McIntosh and Seymour four-cycle single-acting 2,700 h.p. diesels, four voyages covering 107,264 miles; expenses per day, 186.81 dols.; expenses per mile, 1.88 dols.; average observed speed, 10.85 knots; maintenance repairs, 25,467 dols.

Motorship West Cusseta, 8,006 tons d.w., McIntosh and Seymour four-cycle single-acting 2,700 h.p. diesels, four voyages covering 109,286 miles; expenses per day, 186.88 dols.; expenses per mile, 1.89 dols.; average observed speed, 11.02 knots; maintenance repairs, 5,878 dols.

Case for Steam Engine

Captain Gatewood's conclusions were challenged by Mr. King, who asked for information about the high cost of maintenance repairs in the motorships.

"It would be very interesting if some information could be given in regard to the reasons for the very high cost of maintenance repairs. These diesel engine ships are relatively new ships, and even when compared with the old war-built steam tonnage, the cost of maintenance repairs seems much too high."

"For example, the average maintenance cost per ship of the ten diesel ships given in Captain Gatewood's paper is 20,281 dols., the average maintenance cost per ship of the four reciprocating engine ships is 11,546 dols., and the average cost per ship of the three turbine driven ships is 13,816 dols."

"It certainly speaks well for the war-built steam vessels when, after a period of eight or nine years' operation, the maintenance cost is little more than one-half to two-thirds the maintenance cost of diesel ships in service only one or two years."

Unfair Comparisons

"Captain Gatewood very properly states in his paper that all the average total cost services from North Atlantic ports to India and return

and from North Atlantic ports to Australia and return. Of course, these conditions are the ones most favourable to the diesel engine and least favourable to the steam plant. Obviously, when a ship having a relatively high oil consumption is compared with one of a low oil consumption, the difference between the two is most marked on such long voyages as these."

"Furthermore, the operating conditions are far from favourable to the steam vessels, inasmuch as a long portion of the voyage is in the Mediterranean, Red Sea, and Indian Ocean, where the high temperature of the water makes it almost impossible to maintain good vacuum."

"It seems too bad that there are no comparisons of some voyages from our North Atlantic ports to Europe, and return for the two classes of vessels, or some comparisons of voyages on routes that would give the steamship at least an even chance to make a favourable showing on fuel costs."

"Captain Gatewood expresses the belief that many improvements may be expected in diesel engines of the type fitted in these ships, and while some improvements will undoubtedly be made, there is a question as to how far these improvements will go toward a reduction of maintenance and repair costs."

"If these had been the first marine diesel engine ever built there might be some ground for this feeling, but it must be remembered that these vessels went into service about thirty years after the diesel engine was proclaimed, in 1897, as a commercial success."

"If ships of the same design and tonnage develop the same power the ship should be equal in the ships noted in this paper the average deadweight tonnage per horsepower is greater with the steamships than with the diesel ships. The average deadweight tonnage per diesel engine horse-power on the diesel ships is 2.98, whereas on the reciprocating steamships it is 3.45, and on the turbine ships 3.02. Thus, if for no other reason the diesel ships have an advantage in less deadweight tonnage."

All Costs Not Considered

"The tables give only the engine department expenses, whereas if an attempt is made to compare two types of ships certainly all the costs should be considered. Among such costs are the charge on the investment which in private operation is a very important item."

"These diesel ships had an average cost for conversion of about \$900,000 each. The usual charge against this investment is 15 per cent. to cover interest, depreciation, and insurance. Fifteen per cent. on \$900,000 is equal to \$370 per day, an added overhead cost that no private owner could possibly carry."

"There is also another charge which enters into the cost of operating ships which Captain Gatewood has not mentioned, and that is the cost of demurrage. If there were added diesel engine ships caused by delays for repairs during their first few years of operation, the cost per day would, I believe, be further increased."

"It would be absolutely misleading to draw general conclusions of a comparative nature from the data presented in this paper. If it is desired to compare a diesel engine ship with a steamship, why has not the Shipping Board made an installation of modern steam machinery that would be really comparable with the modern diesel engines that they have installed in these ships?"

Steamer Costs

Steamship Editor, 9,694 tons deadweight, reciprocating engine 2,800 i.h.p., three Scotch boilers, 210 lbs., five voyages covering 78,635 miles.

Expenses per day, 191.02 dols.; expenses per mile, 1.61 dols.; average observed speed, 10.52 knots. Maintenance repairs, 23,119 dols.

Steamship Seminole, 9,182 tons deadweight, Hooven, Owens, Rentschler two-cycle, double-acting 3,630 h.p. diesels, three voyages covering 88,304 miles.

Expenses per day, 202.45 dols.; expenses per mile, 1.89 dols.; average observed speed, 11.40 knots. Maintenance repairs, 4,095 dols.

Steamship Unicor, 9,165 tons deadweight, Worthington two-cycle, double-acting 2,900 h.p. diesels, deadweight, Worthington two-cycle, three voyages covering 78,158 miles.

Expenses per day, 202.45 dols.; expenses per mile, 1.89 dols.; average observed speed, 11.40 knots. Maintenance repairs, 33,517 dols.

Steamship Unicor, 9,165 tons deadweight, Worthington two-cycle, double-acting 2,900 h.p. diesels, deadweight, Worthington two-cycle, three voyages covering 78,158 miles.

Expenses per day, 202.45 dols.; expenses per mile, 1.89 dols.; average observed speed, 11.40 knots. Maintenance repairs, 33,517 dols.

Steamship Arcturus, 9,601 tons deadweight, reciprocating engines 2,800 i.h.p., three Scotch boilers, 210 lbs., five voyages covering 104,160 miles. Expenses per day, 237.97 dols.; expenses per mile, 1.81 dols.; average observed speed, 10 knots. Maintenance repairs, 11,238 dols.

Steamship Eremont, 9,976 tons deadweight, reciprocating engines 2,800 i.h.p., three Scotch boilers, 210 lbs., five voyages covering 117,039 miles. Expenses per day, 233.27 dols.; expenses per mile, 1.84 dols.; average observed speed, 9.90 knots. Maintenance repairs, 8,164 dols.

Steamship Oak Park, 9,455 tons deadweight, reciprocating engine 2,800 i.h.p., three Scotch boilers, 210 lbs., three voyages covering 101,690 miles. Expenses per day, 237.97 dols.; expenses per mile, 1.81 dols.; average observed speed, 10 knots. Maintenance repairs, 11,238 dols.

Steamship West Honaker, 8,006 tons d.w., McIntosh and Seymour four-cycle single-acting 2,700 h.p. diesels, four voyages covering 108,030 miles; expenses per day, 178.74 dols.; expenses per mile, 1.18 dols.; average observed speed, 10.94 knots; maintenance repairs, 1,999 dols.

Case for Steam Engine

Captain Gatewood's conclusions were challenged by Mr. King, who asked for information about the high cost of maintenance repairs in the motorships.

"It would be very interesting if some information could be given in regard to the reasons for the very high cost of maintenance repairs. These diesel engine ships are relatively new ships, and even when compared with the old war-built steam tonnage, the cost of maintenance repairs seems much too high."

"For example, the average maintenance cost per ship of the ten diesel ships given in Captain Gatewood's paper is 20,281 dols., the average maintenance cost per ship of the four reciprocating engine ships is 11,546 dols., and the average cost per ship of the three turbine driven ships is 13,816 dols."

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"Furthermore, the operating conditions are far from favourable

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| S. S. | Tons | From Hong Kong About | Destination |
|--------------|--------|----------------------------|---|
| KARMALA | 9,128 | 1930 15th Feb. | Marseilles, London, Hull, Rotterdam & Antwerp. |
| KIDDERPORE | 5,934 | 19th Feb. | Straits, Colombo & Bombay. |
| MACEDONIA | 11,120 | 1st Mar. | Marseilles & London. |
| KASHMIR | 8,085 | 8th Mar. | Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp. |
| KALYAN | 9,144 | 15th Mar. | Marseilles, London, Hull, Rotterdam & Antwerp. |
| ALIPORE | 5,273 | 19th Mar. | Straits, Colombo & Bombay. |
| RAWALPINDI | 16,619 | 20th Mar. | Bombay, Marseilles & London. |
| *Cargo only. | | | |

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

| S. S. | Tons | 1930 | From | Destination |
|-----------------|--------|-----------|-------------------------------|-------------|
| TALMA | 10,000 | 8th Feb. | Singapore, Penang & Calcutta. | |
| SHIRALA | 7,841 | 12th Feb. | Singapore, Penang & Calcutta. | |
| TAKIWA | 7,936 | 25th Feb. | Singapore, Penang & Calcutta. | |
| TILAWA | 10,000 | 11th Mar. | Singapore, Penang & Calcutta. | |
| TALAMBA | 8,018 | 14th Mar. | Singapore, Penang & Calcutta. | |
| *Calls Rangoon. | | | | |

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| TANDA | 6,956 | 28th Feb. | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. | |
| ST. ALBANS | 4,600 | 4th Apr. | | |
| NELLORE | 6,853 | 2nd May | | |

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| S. S. | Tons | 1930 | From | Destination |
|--------------|--------|-----------|----------------------------------|-------------|
| ALIPORE | 5,273 | 11th Feb. | Shanghai, Moji & Kobe. | |
| KALYAN | 9,144 | 15th Feb. | Shanghai, Moji, Kobe & Yokohama. | |
| TILAWA | 10,006 | 20th Feb. | Amoy, Moji, Kobe & Osaka. | |
| TALAMBA | 8,018 | 21st Feb. | Amoy, Moji, Kobe & Osaka. | |
| RAWALPINDI | 16,619 | 28th Feb. | Shanghai, Kobe & Yokohama. | |
| TAKADA | 6,849 | 7th Mar. | Amoy, Moji, Kobe & Osaka. | |
| ST. ALBANS | 4,500 | 11th Mar. | Moji, Kobe, Osaka & Yokohama. | |
| MALWA | 10,050 | 14th Mar. | Shanghai, Moji, Kobe & Yokohama. | |
| NAVGORE | 6,283 | 17th Mar. | Shanghai, Moji, Kobe & Yokohama. | |
| TALMA | 10,000 | 22nd Mar. | Amoy, Moji, Kobe & Osaka. | |
| BELTANA | — | 27th Mar. | Shanghai, Moji, Kobe & Yokohama. | |
| RAJPUTANA | 16,658 | 28th Mar. | Shanghai, Kobe & Yokohama. | |
| *Cargo only. | | | | |

All dates are approximate and subject to alteration without notice.

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CONSIGNEES

NOTICE TO CONSIGNEES.

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The Steamship, "BENIDIVI".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 5th February, 1930.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

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Optional Cargo will be forwarded unless notice to the contrary is given before the 3rd instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by our surveyors, Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hong Kong, 3rd February, 1930.

THE BEN LINE STEAMERS, LIMITED.

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The Steamship, "BENAVON".

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No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 27th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 6th February, 1930.

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Pres. Cleveland ... Tues. Feb. 25 Pres. Madison ... Tues. Mar. 4

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TO MANILA

Pres. Lincoln ... Feb. 11 6 p.m. Pres. Madison ... Feb. 25 6 p.m. Pres. Cleveland ... Feb. 15 6 p.m. Pres. Pierce ... Mar. 1 6 p.m.

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Hong Kong, Saturday, Feb. 8, 1930.

STILL WATERS

Sir Cecil Clementi's
recent remarks on
Blow

democracy attract-

ed as much interest

in his new home as in this Colony.

Thus the "Topicist" in the Singa-

pore Free Press gets this off his

mainly chest: A rather crushing

blow has been administered to

budding politicians of the Far

East by Sir Cecil Clementi, whose

final words to Hong Kong have

been that "democracy is not a

safe form of Government for the

people of the Far East in their

present stage of development."

This will cast a gloom over those

here (in Singapore) who are long-

ing for the day when the, as they

say, present archaic methods of

public representation shall be no

more. But, here (in Singapore)

Sir Cecil will find municipal de-

velopment at least far in advance

of that of Hong Kong, for we

(Singaporeans) fought the battle

of Government control many

years ago and any attempt to re-

vive it will meet with energetic

dispute. Pips or no Pips? That's

the spirit. Sir Cecil was admir-

able in very many respects, but

his ideas on municipal govern-

ment as opposed to a govern-

mental autocracy could not

possibly appeal to all in the

Colony.

A contrary view

An inquiry is taken by the

Needle & Strut Times.

and similar matters winding up

with the usual

and similar matters winding up

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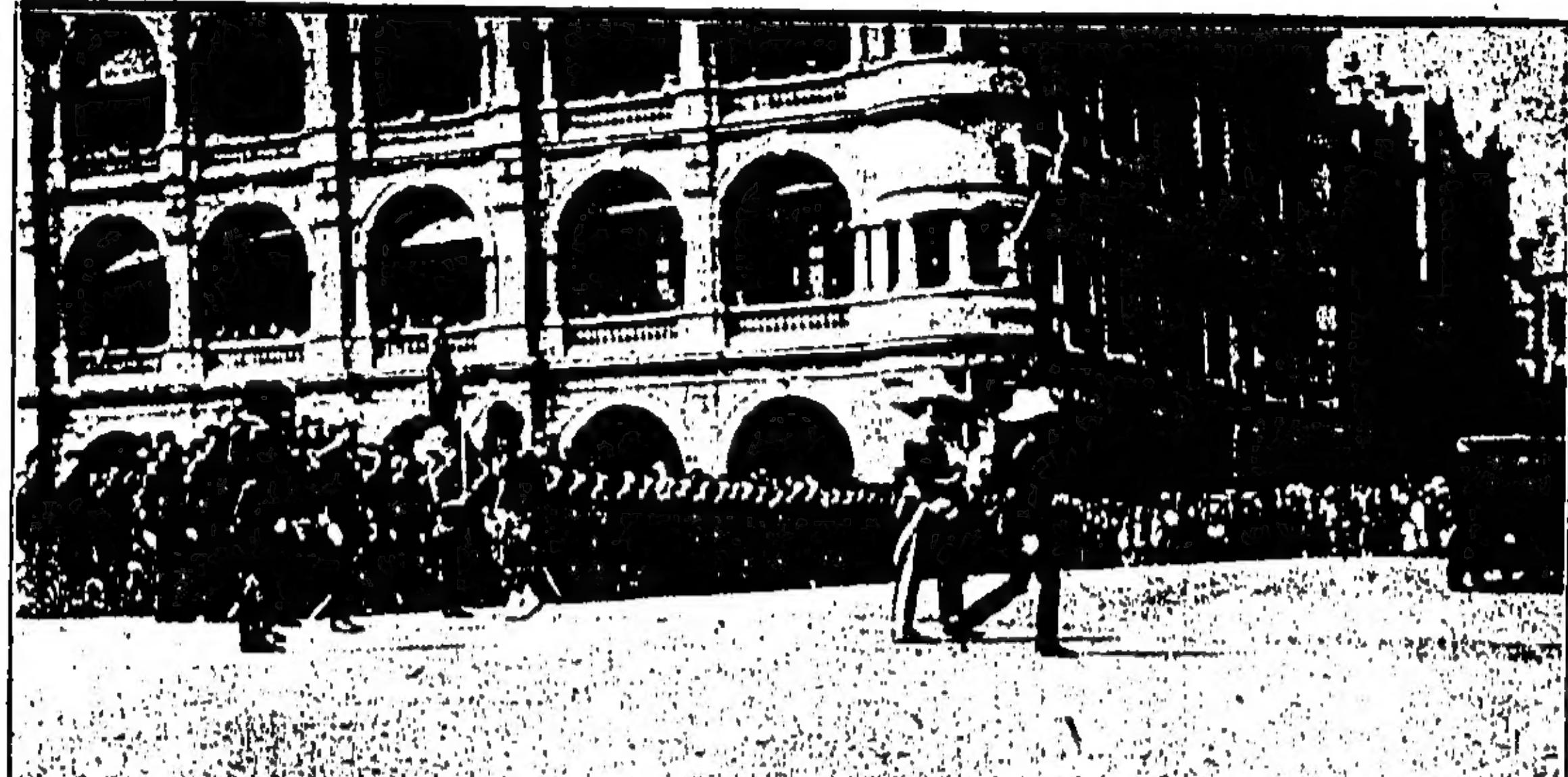
SATURDAY, FEBRUARY 8, 1930.

PIONEER ART SUPPLEMENT.

7



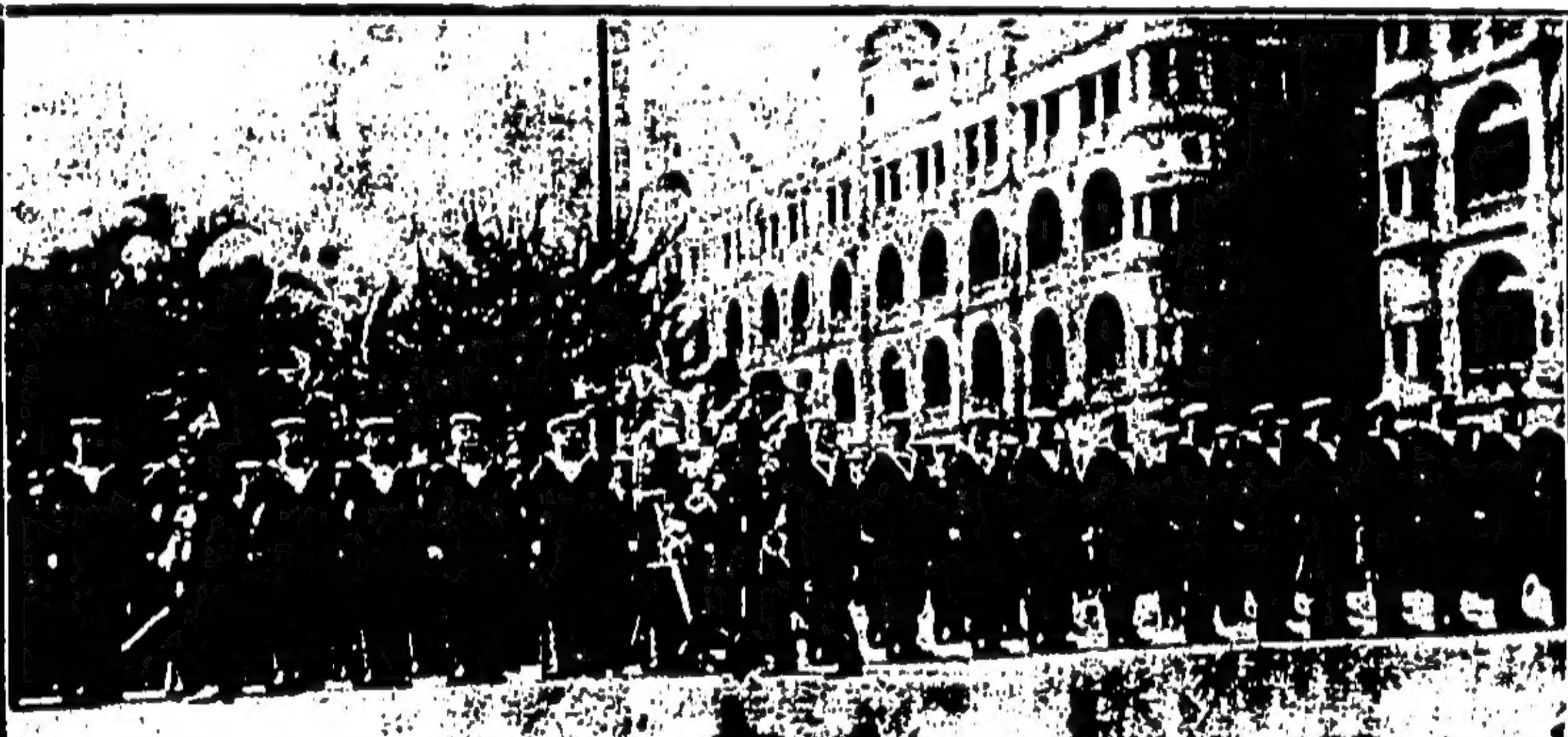
TEXACO TRUCK FUELING COMPETITORS—before the start of the motor cycle reliability trial at Kowloon at midnight on Jan. 31 which provided abundant thrills for those who took part in this always interesting contest.



HIS EXCELLENCY the Governor preparatory to inspecting the Guard of Honour provided by the Royal Navy on the occasion of his departure.



(Above)—J. E. WILSON (Gillet-3½) about to leave Kowloon on the 225 reliability trial.



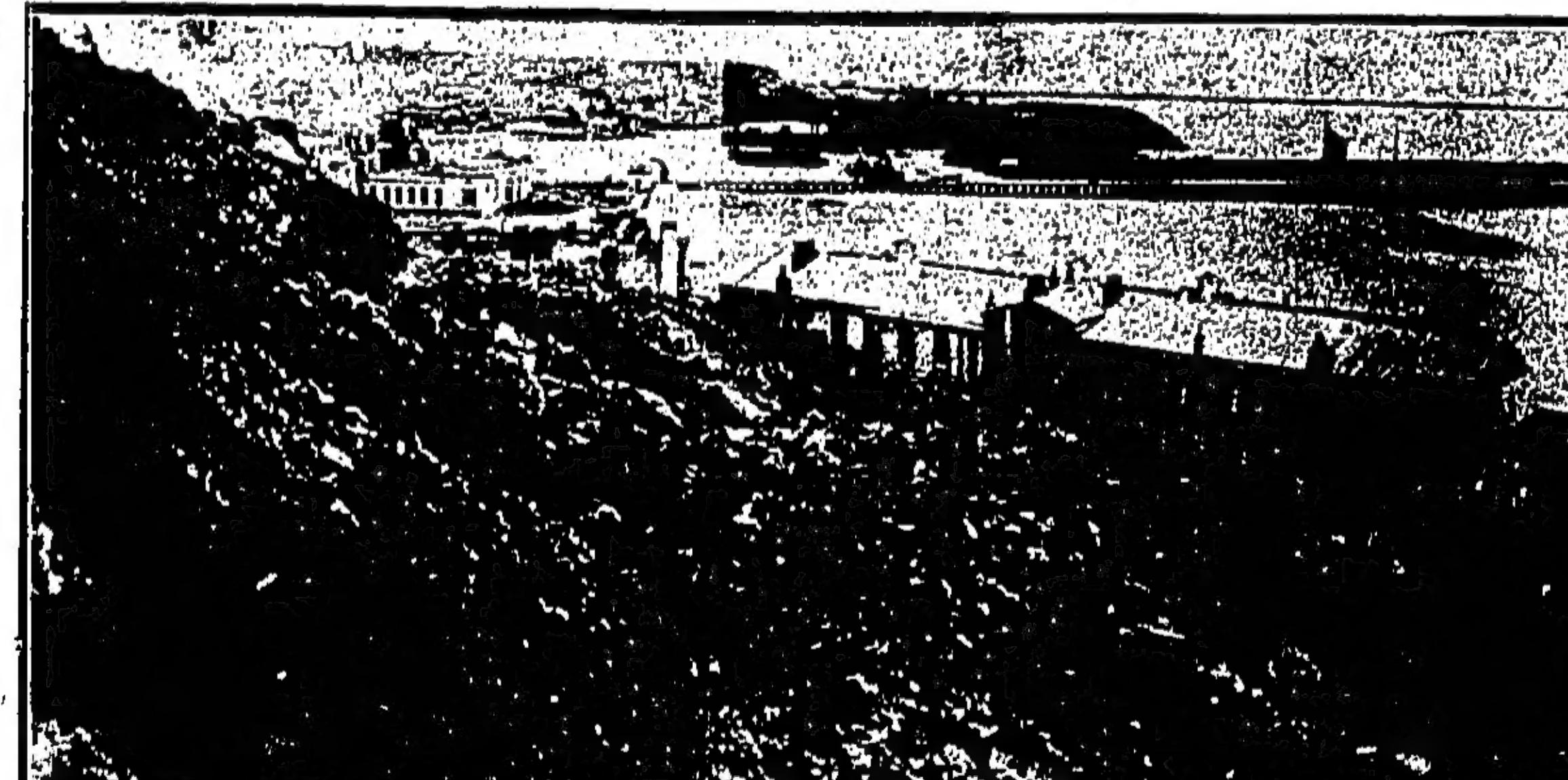
HIS EXCELLENCY the Governor (Sir Cecil Clementi, K.C.M.G.) in preparation of inspection of the Guards of Honour, prior to his departure for Singapore on February 1.



(At left)—CARDINAL PACELLI is expected to replace Cardinal Gasparri as secretary of the Papal State, Rome, Italy. Cardinal Gasparri, who is 74 years old, has long considered retiring and has several times offered his resignation to Pope Pius, but each time remained at the Pope's earnest solicitation.



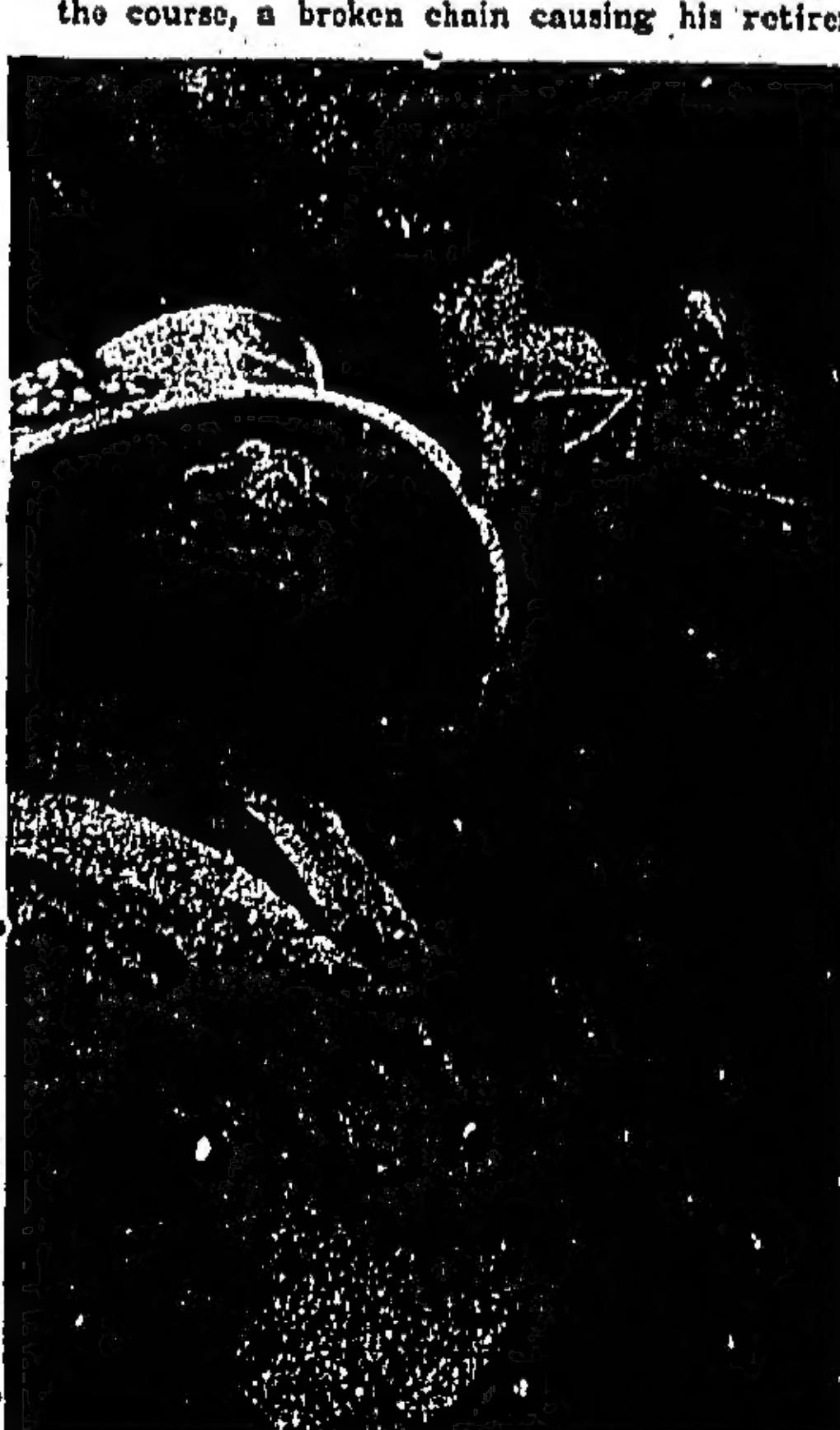
C. L. GREGORY (Monet and Goyon—500 c.c.) He failed to complete the course, a broken chain causing his retirement in the early stages.



GIANT LANDSLIDE.—Owing to the recent terrific gales, thousands of tons of earth overlooking the St. Beuve Boulevard, Boulogne, are sliding inch by inch into the sea, threatening the Hotel Imperial and houses in the vicinity. The hotel is being emptied of furniture.—(Sport and General).



STRATHLORNE, ridden by Mr. T. C. T. Beck, winner of the Fox Hunters' Cup (Heavyweight) Fanning Steeplechase Chinese New Year's Eve Meeting.



PRINCESS GIOVANNA OF ITALY, concerning whom an impending engagement to King Boris of Bulgaria is rumoured. The Princess is a daughter of the King and Queen of Italy.—(Sport and General).

(At left)—Charles Farrell, with Mary Astor, in "The Rough Riders," a Paramount picture now showing at the Majestic Theatre, Kowloon.

THE ROUGH RIDERS.—Featuring Charles Farrell and Mary Astor in a Paramount special production, now showing at the Majestic Theatre, Kowloon.



BACHELOR KING.—Reports that the engagement of the King of Bulgaria, Europe's bachelor king, to Princess Giovanna, third daughter of the King and Queen of Italy, is impending are contained in messages from Sofia. King Boris of Bulgaria.—(Sport and General).



MRS. L. DUNBAR presenting the Fox Hunters' Cup to Mr. T. C. T. Beck at Fanning on February 2, 1930.



The WOMAN'S Page



Military Style Coat



POOR PEOPLE

Some Interesting Reminiscences

An old lady writes from a little country town that when people complain of lack of progress in our age they should have seen conditions forty or even thirty years ago, which were there taken more or less for granted. It was an accepted thing that really poor children should be barefoot. They went to school with bare feet in the worst kinds of weather, and sometimes shoes—old ones, of course, and usually the wrong size—were given them so that they could come to church or Sunday school. It was considered rather kind of people to provide shoes for people whose destiny it was to have none. At Christmas luxuries of this kind were provided, together with oranges and apples. As regards food, charitable people made dishes which they distributed. These were the soups and jellies of village life. Bones were given away, though the reprehensible poor very often did not make of them the good soup they might have had. One old woman used to come up every week for tea-leaves, which were saved for her and which made for her the only tea she had.

There were such different clothes in the different statuses of life that clothes given away were generally rather disfiguring. They were too big or too long, and some people had little discretion and gave away things which were wholly unsuitable for the purpose for which they were used.

For the children poor parents had little time to cut them down and they were worn as they were. Again, it was the thing for the "poor child" to be rather disfigured by clothes. One of the greatest changes is not only in the fact that every one is shod, but that they are shod in a becoming way.

Also the children who pour out of the elementary schools now look as smart and trim as the children of any school, with whom it is also the tendency to wear a uniform exactly suited to its purpose.

—H. in Manchester Guardian.

SOCIAL PECCADILLOES

We all commit them. Even people who pride themselves on their good manners are often guilty of the "little sins."

The woman who does not immediately write a letter of sympathy on hearing of a friend's death; a letter of thanks to people who have entertained her; a letter of apology for a broken engagement . . . this woman is rude, but she errs through thoughtlessness rather than through lack of breeding.

There are, however, other breaches of good manners which are inexcusable. Mrs. X. will talk to you about "Mr. X." She never calls him "my husband," although she speaks of "my brother" or "my son," when discussing some other masculine relative. The Misses O. will insist that you take something from every plate on the table; perhaps they will even force you to take a second helping, though you protest that you have already had sufficient.

Lydia will not say "good-bye"—and go!

Talking "shop" is unpardonable at a social gathering. Yet how many women who are interested chiefly in clothes will discuss nothing but dress? Those with a passion for some hobby or other will insist on talking about it to the bitter end. The sports-mad girl finds no other topic of conversation . . . all are examples of the way in which sheer bad form can spoil any party.

Fanny Burney, in her novel "Evelina," describes very graphically the pain ill-breeding gives to a sensitive mind. A true woman is never vulgar. She puts you at your ease, she is interested in your

NEW ENSEMBLES

Coats and dresses that combine ensembles include fine lainage, crepe de Chino, or Shantung gowns, worn beneath lainage or tweed coats. The coats are cut on simple but elegant lines, with distinctive details such as side fastenings, quaintly shaped pockets, scarf collars, and unusual ceintures. A typical model—and one that illustrates the prevalent lace-jersey vogue—comprises a navy blue coat fastening down one side with a single row of the same coloured buttons, worn over a dress of fine lainage that shades from pale yellow to deep orange. This is not the ordinary shading process, but is achieved by shadings of different tones superimposed one above the other in charmingly artistic diagonal lines from hem to neck. It is at the neck that the lainage melts, so to speak, into a subtle lace-jersey yoke, terminating in the same diagonal points that break the dullish surface characteristic of so many "ombre" materials. The lace-jersey reappears in a scarf that is passed through a wide slotting cut across the front neckline of the coat.

affairs and not eternally talking about her own home and children. She does not lavishly praise her friends to their faces, she does not gush—and she knows when enough has been said.

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POOR PEOPLE

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Also the children who pour out of the elementary schools now look as smart and trim as the children of any school, with whom it is also the tendency to wear a uniform exactly suited to its purpose.

—H. in Manchester Guardian.

Drury Lane Pantomime



For the first time for many years, the famous Drury Lane Theatre, the home of spectacular Pantomime productions, staged "The Sleeping Beauty" for last year's Christmas pantomime. A talkie film of a rehearsal of the pantomime was made for Pathé Sound Pictures. The "Pantomime King," Mr. Julian Wylie, the famous producer, is seen seated at table watching the pretty chorus at rehearsal. (Sport and General.)

LONG OR SHORT?

The battle of skirts has by no means reached a decisive conclusion.

While the leading dressmakers' flat ordering trailing gowns appears to have been obeyed as far as fashionable evening entertainments are concerned, it has been completely disregarded for day wear, and women writers continue to urge their readers not to be forced by fashion into wearing garments which they condemn as ugly and unhealthy.

German women are reported to have definitely rejected the return to long skirts.

New Style Suits



EVENING GOWN MODE

There is a new movement to be specially noted in evening gowns; an effective sort of "waist," as it were, achieved by long slender panels cleverly attached to backs of dresses in various ways. They fall from the shoulders in a series of tabbed ends all the way down a back, or they are cut in one with a bodice at the middle of the back, where they are lightly knotted before they stream outwards. The "movement" is really charming, and seems to glide with the wearer. Obviously, however, it is limited to the more ephemeral materials such as tulle, chiffon and lace.

—H. in Manchester Guardian.

POPULAR SPORTS WEAR

Two-piece ensembles are still the popular theme for sports wear, the dress as a rule being simply trimmed with a narrow leather belt round a yoked hip line. Beige crepe de laine is frequently used for both jumper and two-piece styles.

Line, of course, is the principal characteristic of all such clothes, and, though it is simply detailed in sports models, it is none the less an unmistakably rhythmic quality, typically expressed, for instance, in fine tucks raying outwards from the length of the skirt to the hem on either side of an inverted box pleat.

When there is a combination of colour mixtures, sweaters, scarves, and bags are so devised as to continue the same design and colouring.

INTRIGUING HATS

There are some intriguing braided hats for wear with tailored suits. These novel millinery models may be in very fine straw or fabric, but they are braided all over in such a way that the effect is of finest embroidery.

SHOE LORE

The shoe manufacturers have been busy with new ideas. Beige shoes are finished with coral kid. Straps and edgings of corded silk adorn other kid models. Heels are obviously a debatable point, as heights vary considerably.

Equestrienne Costume



SOME BEAUTY TIPS

For closing enlarged pores without leaving unsightly marks, massage with stale bread is particularly helpful. Begin by bathing the face for about ten minutes in hot rainwater lather. Rinse in two or three changes of water, each time lowering the temperature until the final bowlful is just tepid, when a few drops of eau-de-Cologne should be added. Instead of drying on a towel, remove the moisture by means of thin pieces of bread laid in the palm of the hand. As the tissues of the face are moved lightly, the skin is invigorated, and the gentle massage effectively closes the pores, leaving neither scar or blemish. Skin blemishes often present a last-minute problem. Any slight discolouration can be concealed by rubbing with glycerine and lightly powdering. A largish "blotch" is best dealt with by touching it with peroxide of hydrogen and concealing it beneath a beauty-patch of black silk court plaster, but in a small circle or diamond shape.

Boracic solution, too, for a last-minute touch-up. There is no need to use a special emulsion, as any light oil—olive oil, for instance, or the dianthus oil of New Zealand—will do.

TRAVEL CLOTHES

Some Both Smart And Practical

Gone are the days when we wore out our garments to "travel in." The worst of the wardrobe generally appeared on quays and railway platforms—in winter one saw an array of mangy-looking fur wraps and tweeds, with boots and gloves of the oldest!

How luxurious travel requisites have become! The delicious camel-hair or fur rugs, foot muffs of silk and fur, pillows, gay peignoirs, and the pullman pyjamas—all such things that can be tucked away into the pockets of a light and practical silk and leather cushion.

One can appreciate the modern method of eliminating meaningless and unnecessary paraphernalia, though fashion leaves us all sorts of charming travel accessories, that certainly add to comfort and help the appearance by air, road, sea, or railway.

Joy of Wool

The mid-season collections give us many pleasing wool specialities. For long journeys what is better than a softly-woven fabric? Some shaded effects are interesting—several ensembles are composed of checked or striped jerseys, woven and alternating with plain fabrics.

Blue and grey (dark navy and iron grey) and beige and brown are better colours for travel than even the chic black. Navy is undoubtedly creeping into its definite place for next year's fashion. A navy flannel frock with a blouse-like bodice pouches over a grey suede belt, and ties at the neck with a large spotted grey and blue tie.

To go over this is a navy cardigan, with a border of pin tucks as a trimming, worked with inserted stitches of grey wool. Then there is the top-coat of navy velvets, lined grey fleece, and collared with grey caracul. It will be wisdom to take many serge or flannel for day wear abroad.

A grey-and-black suit in tweed also looks well with one of the new long semi-fitted seamed capes with a scarf collar of its own.

For Paris is again making valiant efforts to force the cape vogue on us, and certainly of late has given us some charming examples. For travelling especially there are some new soft tweed coats lined fur, that have attached cape-backs, or semi-fitted cape sleeves. They ensure a certain amount of extra warmth, which is all to the good.

The big top-coat is so very important and expensive nowadays that it is generally wise to select some neutral shade that will look well over several frocks and suits. Then it should be spacious enough to go over any cosy ensemble, and on fairly slim women the extra cape is smart. A walking coat, in fine peach colour, has a three-tiered (highwayman's) cape of the cloth with self-edge border, and is cut double-breasted, fastening with four large pearl buttons.

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Satin Dress



DRESSES AND WRAPS

Whether the occasion be dinner, the opera, or the theatre, the rule for the evening ensemble seems to be a simple dress and an elaborate wrap. Charming frocks of black varnished lace are worn beneath handsome brocaded and lame capes of green and gold, Chinese red, and silver and black, trimmed with high short collars of black, grey, beige, or white fox fur.

Dresses of plain georgette and chiffon are also worn under sumptuous wraps. Net gowns, however, better express the more recent mode. Women past their first youth look wonderfully well in net gowns of lavender, soft purple, or Bordeaux red, under velvet wraps in darker hues, trimmed with black or grey fox.

Almost without exception, wraps are draped about the figure. Some have shoulder yokes. Others have scarves, hoods and loosely devised ruches. Wraps, in a word, are more "decorative" in the evening than are the dresses accompanying them.

IN THE DARK

Have you seen the new fashion for ladies' finger-nails that has come from the imagination of colour? No more henna, no more dye; but, instead, luminous mother-of-pearl coatings that make the nails glow in the dark and shine in the daylight. They look queen in the gloom of the theatre.

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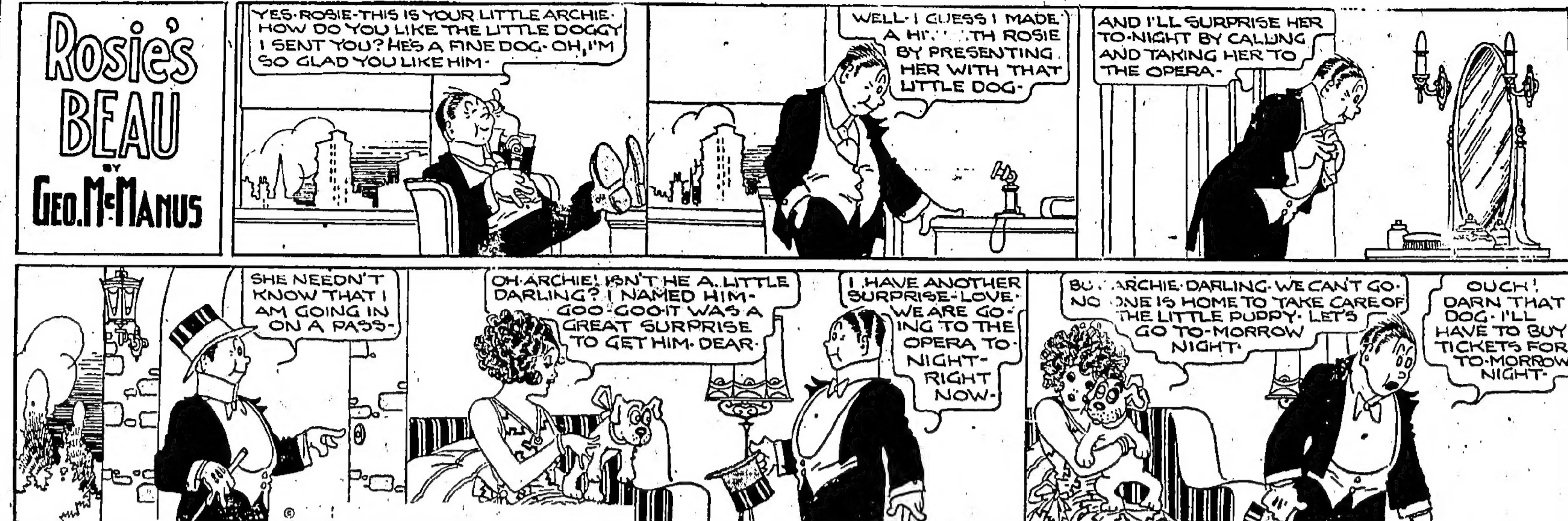
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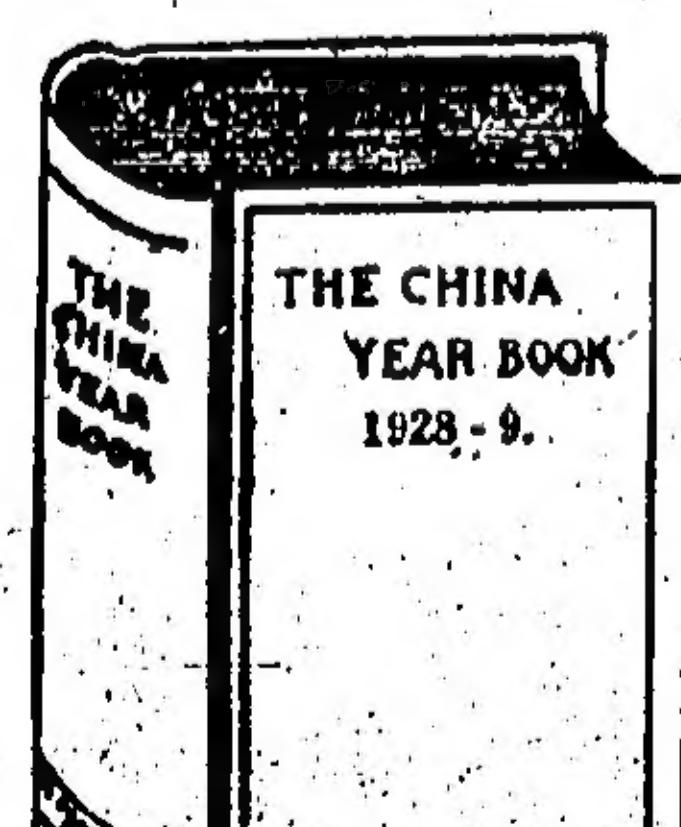
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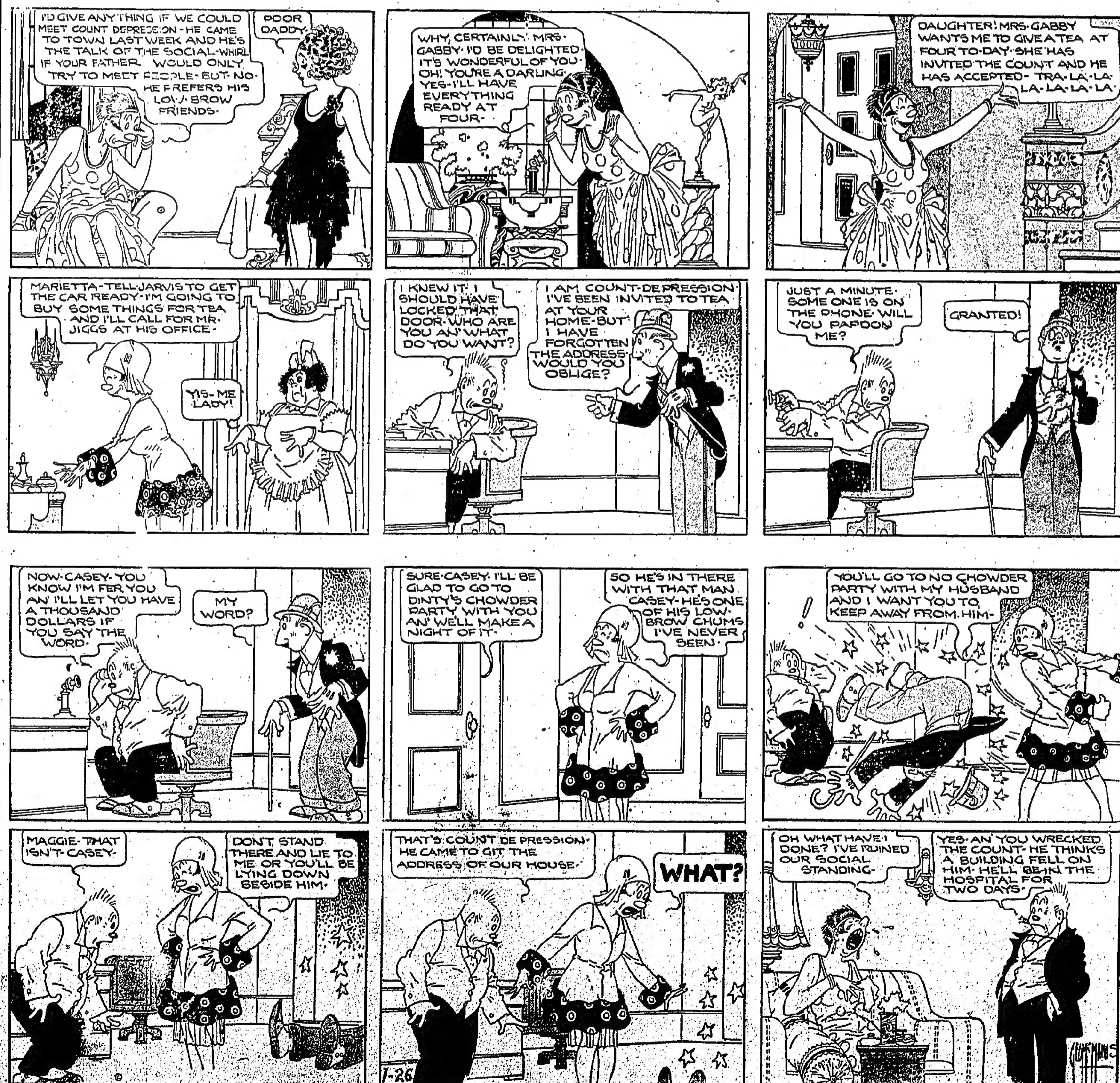
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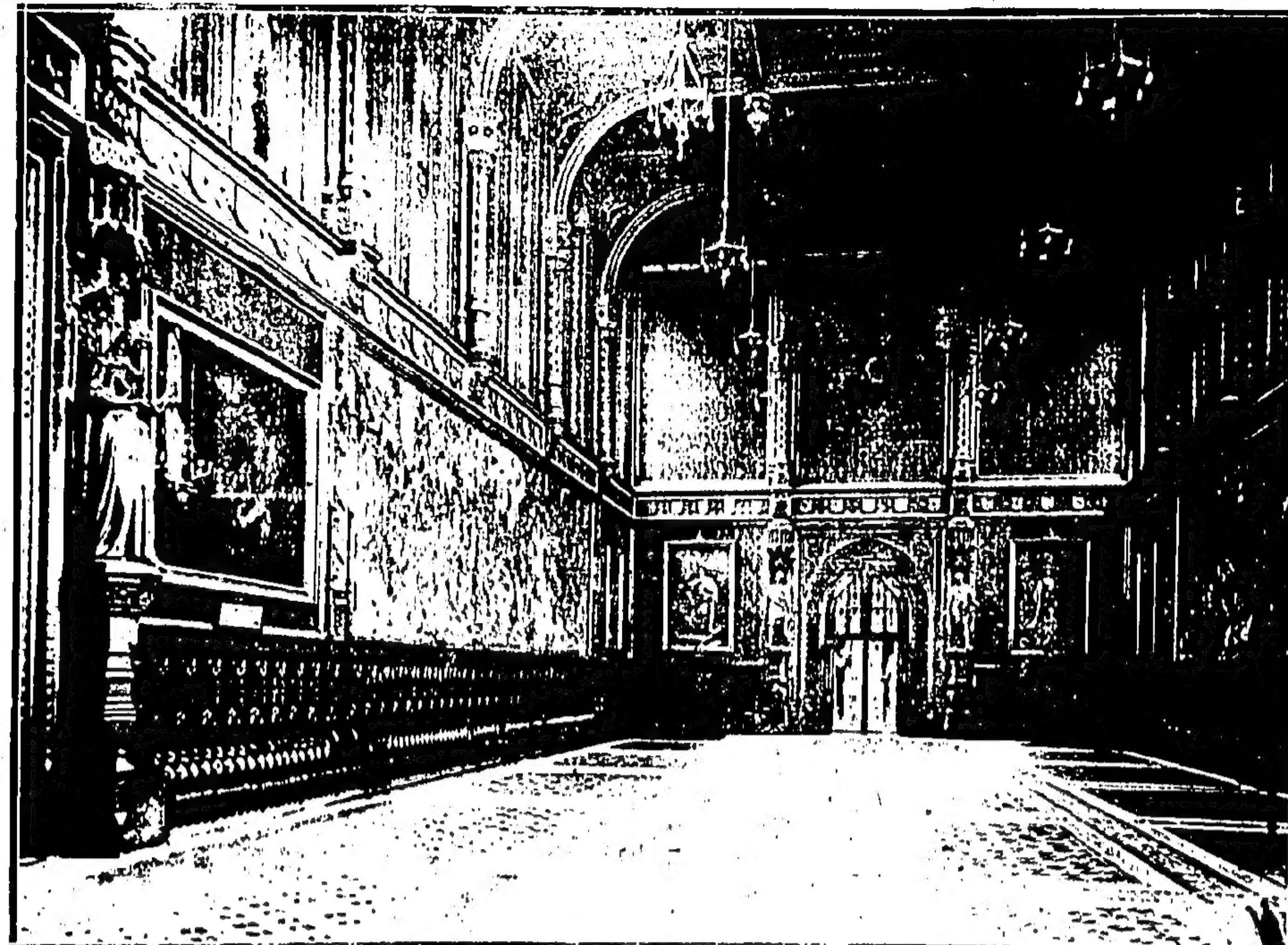


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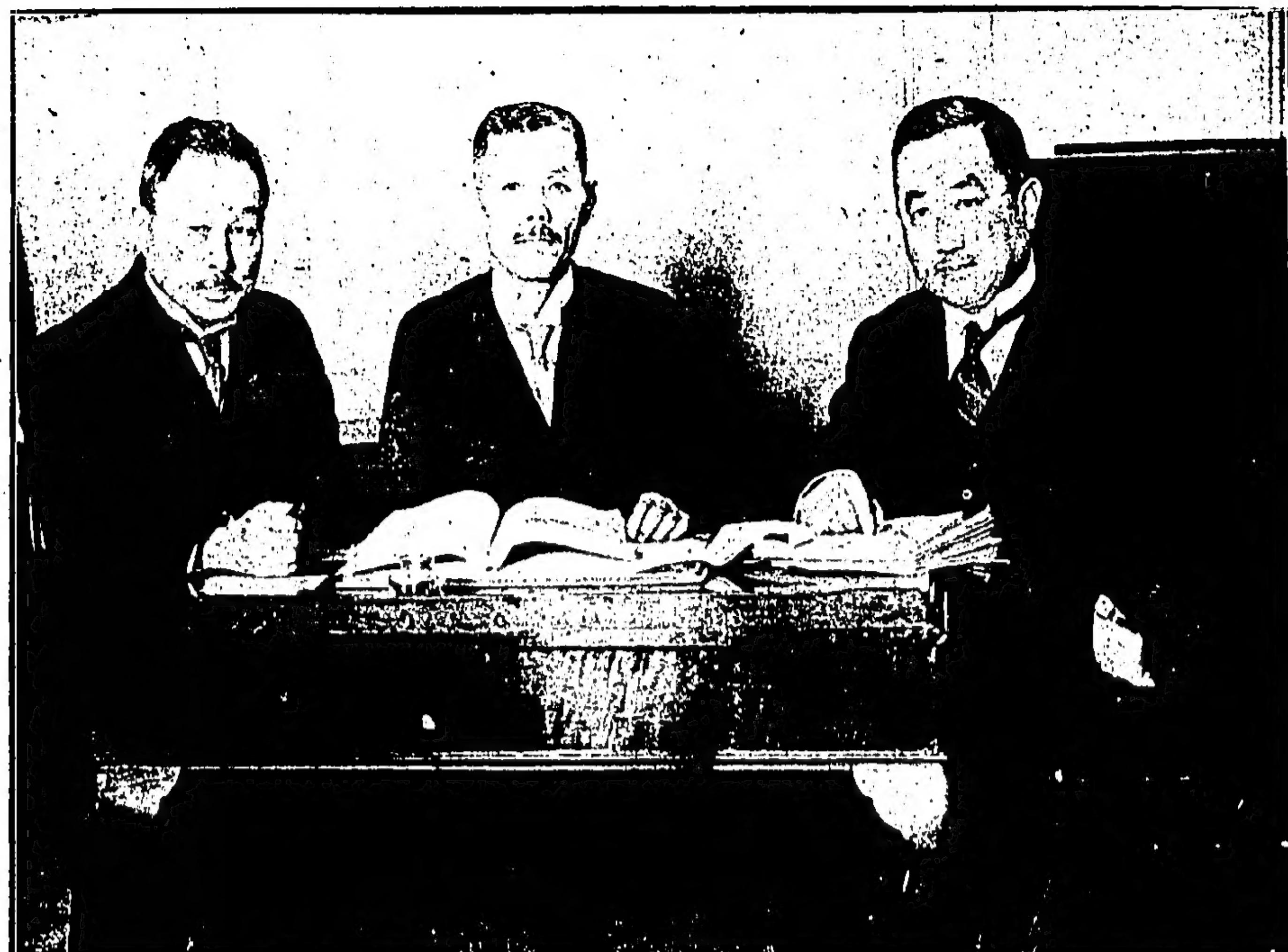
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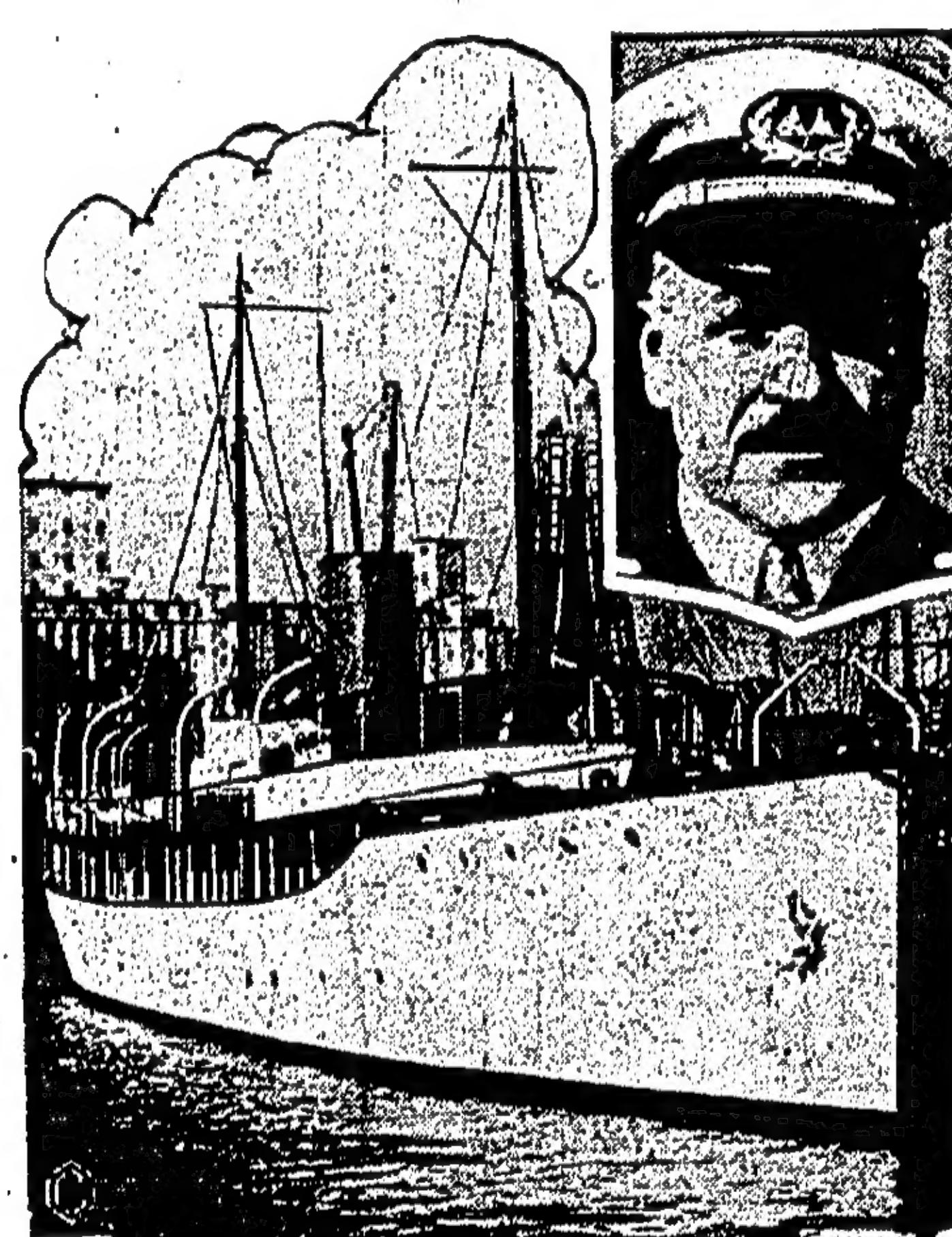
THE ROYAL GALLERY, House of Lords, London, where His Majesty the King opened the Five-Power Naval Conference on January 21. General view of the Royal Gallery. The oblong picture on the left is where H.M. the King sat for the Conference.—(Sport and General).



THE JAPANESE DELEGATION to the Five-Power Naval Conference now being held at St. James's Palace, London, has a preliminary conference! Left to right:—Admiral Takarabe (Minister of Marine), Mr. R. Wakatsuki (ex-Premier of Japan and Chief Delegate) and the Japanese Ambassador in London, Baron Tsuneyo Matsudaira.—(Sport and General).



AN INTERESTING portrait of Mrs. Franklin Mott-Günther, wife of the American Minister to Egypt. Before her marriage she was Louise Bronson Hunnewell, of New York. Her husband was previously Counsellor of the American Embassy at Rome, Italy, and also Chief of the Division of Mexican Affairs in the Department of State.



VIEW OF THE YACHT CAROLINE, which left New York under the command of Capt. Andrew Peterson (inset), for a preliminary survey that will prepare the way for a scientific expedition to mysterious Easter Island, believed to hold the secret to much of man's ancient civilisation. The boat is owned by Eldredge R. Johnson, who is said to be planning a new \$1,500,000 yacht that will carry two seaplanes and be used by a party of scientists to carry on the investigations begun by Captain Peterson.



GENERAL HSU YUAN-CHAU, Nationalist Army commander, has been hailed throughout Nationalist China as the saviour of its cause. Yuan-Chau is credited with a large part of the victory over the stubborn rebels of Northern and Southern China, against whose forces of 70,000 he led his own army of 40,000.



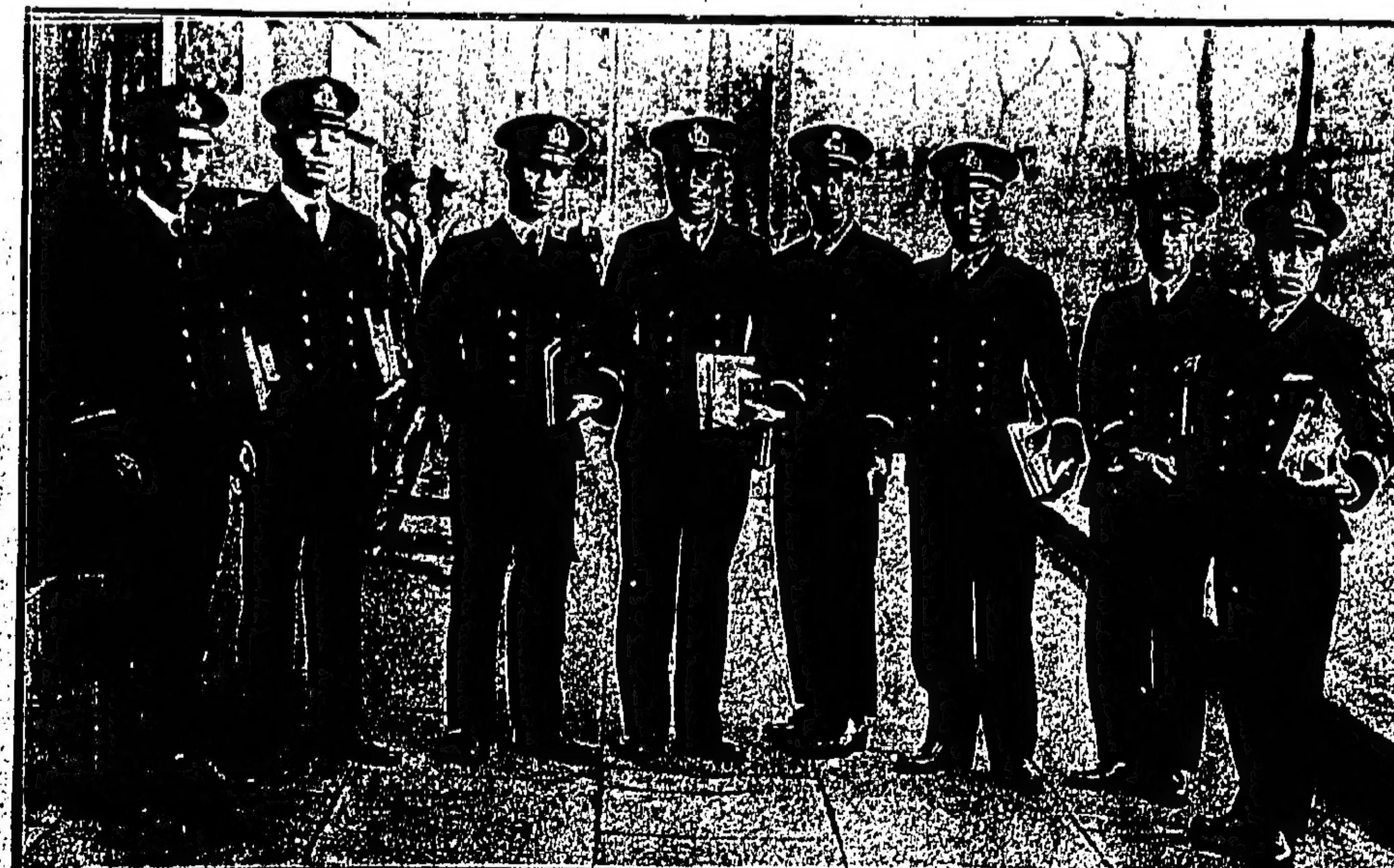
MERCEDES GLEITZE, 28-year-old London typist, who sprang into fame in 1927 by swimming the English Channel, is now reported to have broken the women's world endurance record. According to reports, Miss Gleitze swam continuously for 26 hours on New Year's Day in an indoor club in Edinburgh, Scotland.



MAHATMA GANDHI, famous Nationalist leader, whose resolution favouring complete independence for India, to be attained gradually, was approved by a vote of 184 to 77 at the forty-fourth Nationalist Congress now in progress. When the National flag was raised at the opening of the Congress, pandemonium broke loose, several persons fainted, and the uproar took on much the appearance of a riot.



THIS FAKE PHOTOGRAPH of the Ex-Czar Ferdinand, of Bulgaria, who abdicated in favour of his son, the present King Boris, was taken recently on the former ruler's estates in Western Hungary. He is shown with two of his servants during one of his hunting trips, which have become a regular pastime, with big game as the prize.



CHINESE CADETS IN THE ROYAL NAVY. Under the arrangements entered into between the British and Chinese Governments a number of Chinese junior officers are being trained in the Royal Navy both afloat and ashore. A party of Sub-Lieutenants at the Royal Naval College—Greenwich.—(Sport and General).



DR. GABRIELLE RAKOSY, daughter of the late Eugen Rakosy, one of the best known political writers of Hungary, as she appeared in her library where she studied to reach her present goal. She has the distinction of being the only woman criminal lawyer in Hungary. She is also the leader of many progressive movements in her country.


Sport Columns
INTERPORT MATCHES
Shanghai's Easy Win at Soccer
HALF-BACK'S SUPERIORITY

Shanghai, Feb. 2.

Shanghai made an excellent start in the series of Interport Soccer games by gaining a pronounced victory over the visiting Hong Kong eleven, at the Stadium, yesterday, by five goals to two. The ground was in excellent condition at the commencement of the game, and the stands were packed to their utmost capacity with enthusiastic spectators, the attendance probably exceeding ten thousand.

The Tientsin team indulged in some shooting practice at the nets before the arrival of the contesting teams, both sides being given a rousing reception. Hong Kong won the toss, but the advantage to be gained thereby was negligible, for there was only a slight breeze over the sheltered ground. The exchanges for the first ten minutes were very even, most of the play being in midfield and the keen tackling by both sets of defenders preventing the forwards from creating openings. Butcher, the visiting left winger, tried hard to break through, but Pote-Hunt saved the situation and sent Favacho away, Pote-Hunt the ball into touch.

A centre by Turner caused some excitement when Favacho dashed into the centre and bundled the goalkeeper over the line for a corner, which was cleared. Luckily for the home side, Pote-Hunt was in splendid form against Butcher, who was the most persistent forward in the Hong Kong team, and was dangerous on several occasions, only to be beaten by the half-back. A through pass by Doggrell gave Snook a splendid opportunity to score, but, with only Rodger to beat, he shot across the face of the goalmouth, the ball passing behind for a goal-kick. Turner left the field after a collision with Reeves, having apparently injured his shoulder, and was absent for about ten minutes.

Shanghai Open Scoring

Snook then saved well from Gold-man, who was playing a dashing game in the centre, and later the custodian had to leave his goal to clear, with both A. V. Gosano and Goldman in close attendance. However, Shanghai took the lead after 23 minutes play. A neat forward pass by Duffy gave Turner a clear run down the wing, and his well-placed centre put the defence in difficulties. With the goalkeeper out of position, both Snook and Doggrell tried hard to reach the ball, but Hedley cleared, almost on the line, in the nick of time. Pote-Hunt immediately secured possession, ran along the right wing, and, from his perfect centre, Doggrell headed a fine goal amidst a roar of enthusiasm from the spectators.

Hong Kong were not slow in retaliating, good play by B. Gosano almost having the desired effect, to be followed immediately by a good centre by Butcher, giving A. Gosano a good chance to equalise. He shot straight at Snook and the custodian fell on the ball, the referee finally ending a scrummage by giving a free kick in favour of the defence. Snook was slightly hurt by being kicked on the head during the scuffle.

Seven minutes from the interval, the home team again asserted themselves, and increased their lead. A cross by Turner went to Favacho, and, although the winger had a reasonable chance of scoring himself, he passed to Snook in the goalmouth, who shot into the net as the keeper advanced. The Hong Kong goal had several narrow escapes before the interval and was under almost constant pressure. Rodger ran out and smothered a

(Continued on page 15)

H.K. GOLF CLUB
The Starting Times for Sunday

shot from Sinclair when that player looked all over a scorer, and Doggrell shot high and wide from a good position.

Hong Kong Well Beaten

After the change over, the home team were still the superior side, although it was noticeable that the inside forwards of the Hong Kong team were waiting for the ball to reach them instead of going to meet it. Not a few chances were lost owing to them allowing themselves to be beaten by the home half-backs for possession. Some good combination by Snook and Doggrell looked like bringing another goal until Reeves intervened, but play continued to be confined to the Hong Kong half, with the result that it was no surprise when Sinclair obtained the third goal, when the second half was 20 minutes old. Turner again had a hand in the scoring, for it was from one of his low centres that Sinclair deflected the ball between the posts. The wing men of the visiting team were the only ones in the forward line capable of making progress, the inside forwards being invariably beaten before the goal area was reached. Snook got the ball into the net from a pass by Doggrell, but was offside. However, the fourth goal came ten minutes after the previous one, Doggrell dribbling past two defenders before placing the ball in the goalmouth, where Sinclair was in position to score easily.

Hong Kong were awarded a penalty kick soon afterwards, when Marcal was struck on the arm with the ball from a shot by A. Gosano which did not look really dangerous. Reeves gave Snook no chance with a terrific shot from the 12 yards mark, the ball striking the inside of the upright before entering the net. Shanghai soon restored the advantage, when Sinclair got his third goal of the match. When the defence were expecting him to make a pass to Snook, Sinclair made a fine shot from about 15 yards range, which landed in the corner of the net before Rodger realised what had happened. Within a few minutes, Hong Kong obtained their second goal, a centre by Butcher being taken first time, and the ball was in the net before Snook could make a move.

The Teams Analysed

Shanghai were easily the superior team on the day's play, and would have scored more often with a little luck. Pote-Hunt was in splendid form, and played one of his best games, while Duffy on the opposite wing put in a great deal of good work. Costa did some useful things without playing as well as he usually does. The three inside forwards of the home team all played well. Sinclair, although not much in evidence in the early stages, subsequently improved, to show his usefulness by scoring three of the goals. Some of the movements by Snook and Doggrell were very good to watch, and much credit is due to the former for the manner in which he kept his line moving. Turner sent across a number of good centres, but Favacho did not reach the same form he displayed in the trials.

The weak display by the inside forwards of the Hong Kong team was partly responsible for their defeat. Except for occasional flashes in the initial half, Goldman did very little of note, while Gosano at inside right did not live up to his reputation. Butcher was the best forward, with B. Gosano the next best. Both the wing half-backs were hard workers, while Reeves played a fine defensive game. Rodger made many clever saves and had very little chance with the shots that beat him.

The teams lined up as under:

Hong Kong: — Rodger; Reeves and Pile; Hedley, West and Remedios; B. Gosano, A. V. Gosano (Captain), L. Goldman, Scott, and Butcher.

Shanghai: — Snook; Stokes and Marcal; Pote-Hunt; Costa and Duffy; Favacho, Sinclair, Lieut. Snook (Captain), Doggrell, and Turner.

(Continued on page 15)

11.24 a.m. — E. Kern and B. J. Lacon.
11.25 a.m. — R. P. Moodie and E. P. Streetfield.
11.32 a.m. — J. C. Hight and F. M. Ellis.
11.36 a.m. — D. M. Goodall and H. Hampton.
11.40 a.m. — A. B. Purves and L. R. Andrewes.
11.44 a.m. — C. H. Bradley and T. S. Whyte-Smith.
11.48 a.m. — W. Paterson and T. C. Monagaan.
11.52 a.m. — R. A. Campbell and J. S. MacLaren.
11.44 a.m. — N. K. Littlejohn and J. Forbes.
11.48 a.m. — R. K. Hepburn and F. Label.
11.52 a.m. — A. Leach and I. H. Geare.
9.56 a.m. — A. E. Lissaman and F. A. Remond.
10.00 a.m. — J. Coulthart and A. Ritchie.
10.04 a.m. — H. A. Lammert and J. P. Sherry.
10.08 a.m. — W. A. Weight and W. N. Fleming.
10.12 a.m. — D. Ellis and J. N. Grant.
10.16 a.m. — G. S. Archibald and H. U. Ireland.
10.20 a.m. — O. E. C. Marton and L. G. S. Dodwell.
10.24 a.m. — E. J. R. Mitchell and E. D. Mathews.
10.28 a.m. — A. Anderson and C. Mycock.
10.32 a.m. — G. H. Coutts and E. M. G. Hanlon.
10.36 a.m. — R. Stock and C. J. D. Law.
10.40 a.m. — A. F. Judd and R. H. D. Wade.
10.44 a.m. — A. B. Raworth and T. C. Bennett.
10.48 a.m. — A. O. Brown and J. D. Thomson.
10.52 a.m. — Dr. J. Dovey and J. S. Dykes.
10.56 a.m. — R. H. Wild and G. W. Tate.
11.00 a.m. — R. D. Wrigley and H. Ruffin.
11.04 a.m. — D. S. Edward and C. E. Moore.
11.08 a.m. — S. Berg and G. W. Reeve.
11.12 a.m. — J. S. Drummond and S. S. Perry.
11.16 a.m. — J. Ashworth and E. M. Bryden.
11.20 a.m. — H. W. Page and B. Petheram.

Brigadier-General C. R. Champion de Cressigny, a well-known sportsman, is interested in the new venture, and so are Col. the Hon. Wilfred Egerton, Sir Humphrey de Trafford, Mr. H. Garland Wells (chairman of the Clapton Stadium) and Mrs. K. D. Morrison.

Shows At Popular Prices

"Primarily the new stadium will be devoted to boxing," Mr. Morrison told The Evening News. "We propose to run three shows a week, just as The Ring does now under Mrs. Dick Burge, and at popular prices.

"It seems to us that there is a big demand for boxing, but that a large hall and low prices are essential nowadays to the successful promotion of the sport.

"We expect to open the new Ring next October."

Mrs. Burge has not yet decided whether she will or will not be actively concerned with the new company, she told The Evening News in mail week. The purchase price of The Ring was £60,000, half of which is to be paid in shares.

"My husband took over The Ring in 1910," she said, "and I have managed it for the last eleven years. It has been my dream for 20 years to see the building of a huge boxing hall in London, where all lovers of the sport might be able to see the best fights at a reasonable price. Now that dream is coming true.

"It has been impossible to stage really big matches at the present hall, because it holds only 2,000, and the charge for admission would have had to be very high—and that, I hold, is not fair to the regular spectators."

In the match in which Heriot's defeated Lansdowne, A. H. Brown had as his opposite number E. Davy, the Irish internationalist, and the latter, brilliant defender though he is, found he had quite a handful in Brown. If Scotland find a better out-half this season they will indeed be well served.—A Daily News writer.

The marked decline in the ability, versatility, and masculinity of men is the outcome partly . . . of the deliberate attempt throughout Anglo-Saxon civilisation and its imitations, to limit the notion of manliness to martial bearing and proficiency at sports.—Anthony M. Ludovici.

INTERPORT GOLF

The results of yesterday's four balls were as under:

Hong Kong
Murton & Wrigley (5 & 8) . . . 2
Showan & Andrewes (5 & 4) . . . 2
Bloxham & Dodwell (3 & 2) . . . 2

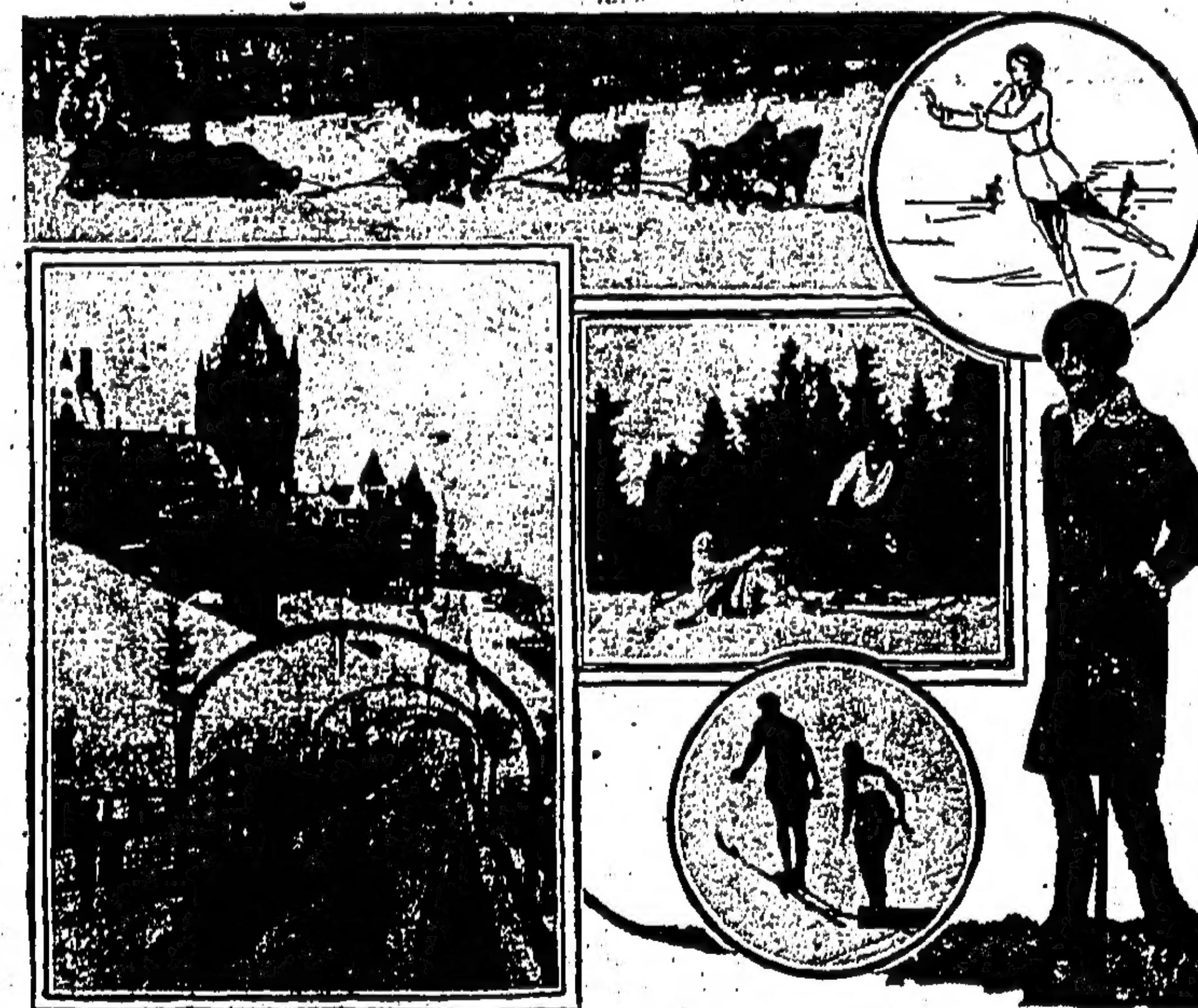
Manilla
Fielder & Parrot 0
Mason & Cuthron 0
Douglas & Mackay 0

NEW BOXING RING
To Hold 6,000 and Run Three Shows a Week

Within the next few weeks The Ring, Blackfriars Road, a boxing hall unique in its kind in the world, will be pulled down, and in its place will be built a palatial hall which, it is believed by the promoters of the enterprise, will be the biggest centre for boxing in the country.

The new hall, which, like the present building, will be called The Ring, will hold 6,000 spectators. The cost is "not to exceed £180,000."

It will be circular. There will be a lofty vestibule, bars, foyers and cloak-rooms, and a Royal and other boxes. And in the vast basement beneath will be a swimming pool, dressing rooms, gymnasium, first-aid room, baths, club rooms, and a big restaurant.

Quebec Winter Sports


Vive le Carnaval! Vivent les sports d'hiver! In these few words may be summed up the spirit of Quebec in winter-time. Here for many years have gathered lovers of winter sports and frolics from all parts of the western hemisphere.

The ancient capital of Canada is the American continent's metropolis for sliding, tobogganing, bob-sledding, skating, snow-shoeing, dog-team driving, curling, and hockey, during the winter months, and in addition has a unique attraction to offer the visitor in February when the International Dog Sled Derby annually takes place.

Winter-sports activities radiate from the Chateau Frontenac, Quebec's famous hotel, where Jack Stratford will again be winter-sports director. This season he has a new attraction to offer during the Ice Pageant, February 12 and 13, when 24 girls members of the Toronto Skating Club will perform an ice-dance to be known as the "Danse Moderne." Chateau's skating rink.

In all about two hundred skaters will take part in this ever attractive and beautiful Pageant.

A record list of entries is promised for the Dog Sled Derby this season. Arthur Beauvais, driver of the Chateau team, announces that he will have a better team than ever. His new huskies were bred at Caughnawaga, the Indian reservation near Montreal. At the Dog Derby, February 20, 21, and 22, the visitor will see such famous mushers as St. Godard, winner of last year's Derby; Septimus Norwegian, hero of many an epic drive; Dan Dugan, and many another well-known. Skaters in action for three days over a 123 mile course, mushing 41 miles a day.

Three internationally famous skating instructors will be on the staff of the Chateau Frontenac this winter. They are Ivind Nelson, Hans Guhnansen, and Orrie Higgs, of Revelstoke, British Columbia. Burnett Burke formerly of the Montreal Amateur Athletic Association, will be instructor at the Chateau's skating rink.

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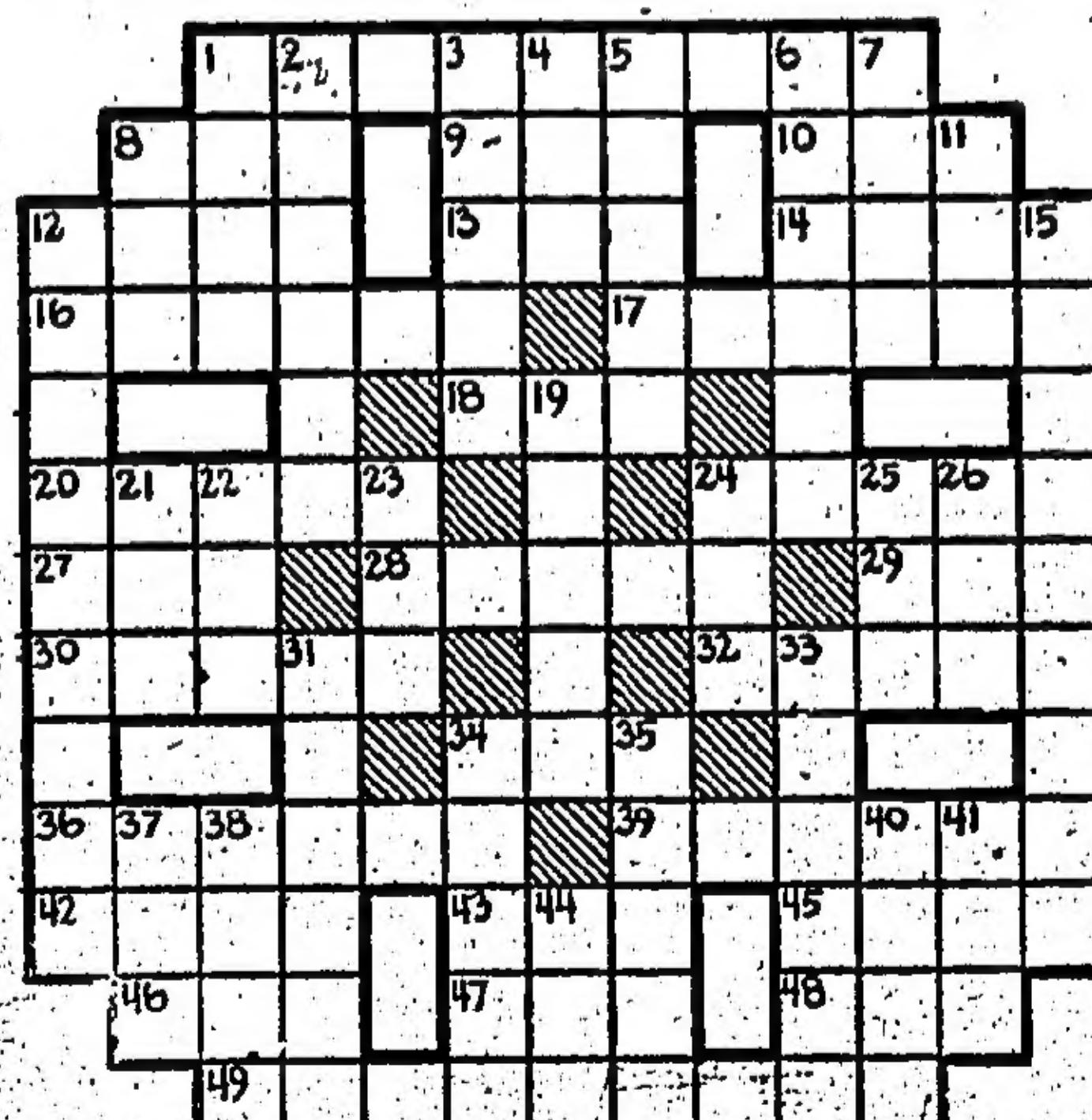
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert and our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-A general who commands a brigade
- 2-Ocean
- 3-An Etruscan house-hold god
- 10-Roo (Sot.)
- 12-Masculine name
- 13-Feminine name
- 14-Particular to the mind
- 15-To take leave (alb.)
- 16-Law or laws at ease
- 17-Entombed
- 18-Transmit
- 19-Transmit
- 20-Transmit
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- 48-Transmit
- 49-Transmit

VERTICAL (Cont.)

- 1-Horizontal
- 2-Distress
- 3-Oops for tethering animals
- 4-A shrub of the health family
- 5-Acute
- 6-Before
- 7-Composes
- 8-A workpiece of timber
- 9-Zealot
- 10-A dance
- 11-Over (root)
- 12-Mild poison
- 13-A leading article
- 14-A dance
- 15-A dance
- 16-A dance
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- 49-A dance

THE WORLD OF BOOKS

"MAIL" REVIEWS

Pagodas And Palaces

"Porcelain Pagodas and Palaces of Jade," by A. E. Grantham; Methuen & Co., 15/- net.)

This book has several things to commend it. It is a handsome volume, beautifully bound, well printed and excellently illustrated. Most important of all, it is exceedingly well written and ought to prove as fascinating to the ordinary reader as to the connoisseur in ivory, porcelain or jade.

It gives in compact form and straightforward description such information as one usually has to gather piecemeal from encyclopaedias and other books of reference. In these two hundred pages a vast field is covered—from the dim prehistoric times of those almost mythical emperors down to modern times—and we have lessons on and news about pottery, glaze, porcelain, wood, bronze, ivory, jade, lacquer, glass, enamel, and silk, surely comprehensive enough for most.

The historical and psychological background governing the development of these crafts in China is skilfully and sympathetically described. Two things are evident, that the author is a Sinologue of no mean order and that this book was to him a labour of love. Not the least arresting feature of this volume are the pungent remarks about the first Europeans who, with their galleons, firearms, greed, and barbarism, swooped down like a swarm of vultures on the astonished easy going East. These remarks ought to bring a blush to the faces of all fools who talk about civilising the East.

The final chapter, "The Workers behind the Work and Forces Beyond" is a valuable piece of writing which should be read and re-read by all who are interested in China and the Chinese.

THRILLING STORY OF EGYPT

"The Spine," by Hugh Imber; Hodder and Stoughton, 7/6 net.)

"The Spine" is a thriller from the first page to the last and a book that will especially appeal to men as it is without even one line of love making or sentimentality. The story is based on a campaign by the Egyptians to destroy Britain's power in Egypt. They conduct a series of meaningless murders in Cairo while their real object is to destroy the Suez Canal, and thus break the spine of the British Empire. All attempts to discover the plotters fail until certain clues come into the hands of a young British officer, the principal character in the story. He follows them up and down the Suez Canal from Port Said to Suez and finally into Palestine where he solves the riddle. A story that is well worth reading and will hold you spell-bound to the last page.

STOPPING WAR

"The Man Who Could Stop War," by William Pennar; Hodder and Stoughton, 7/6)

Howard Bruton, a brilliant chemist, invents a new and extremely powerful explosive which he offers to the British Government through the medium of his uncle, Sir John Bruton, His Majesty's Secretary of State for War. The offer is refused on the ground that present day tendencies lead towards disarmament, and not the production of new terrors. Sir John suggests that Howard turns his activities towards the commercial side and spends a long holiday abroad.

Sir John's private secretary suggests Provence and we next meet Howard Bruton driving Matilda, his old motor car, into that delightful part of France. His antique vehicle attracts the attention of Henry T. Wren, an American motor car king and his young daughter Jenny. Wren is a pacifist and with the advice of his secretary, Orloff decides that Bruton's invention must be acquired by America in order to stop war. Orloff's motives are not so idealistic and he wishes to obtain the formula in order that his country (Russia) may reap the benefits. Then Bruton's adventures begin and he has a terrible time, before as one expects matters are cleared up satisfactorily.

Mr. Pennar has written a thriller which sustains the reputation he made with "The Black Swan" and "The Scorpion," and we hope for more.

MANY THRILLS

"The Master of the Vultures," by Gerard Fairlie; Hodder and Stoughton, 7/6)

Mr. Gerard Fairlie has made a great name for himself in the world of thrillers, but it is doubtful if he has ever packed so many thrills into one book as he has done in this his latest. Perhaps he has made a mistake in making his fare too rich, because it means that in the reader's attempt to get to the end much of the plot is missed, but as the book is well worth a second reading that doesn't matter very much.

The Vultures are criminals, the master minds of the underworld led by one man, and dedicated to the upsetting of law and order. Sir William Beandyce, Chief of Scotland Yard with the great influence of his police system is baffled, and it is left for Robin Murdoch, and his French friend Deschamps, to solve the mysteries. How they do it is admirably told, and once the reader begins the story it is doubtful if it will be put down until Robin asks Louella to marry him.

NOVEL FOR WOMEN

"Females," by Jean D'ewray; Hodder and Stoughton, 7/6)

Described as a novel for Women about Women the title is perhaps the most striking part because it means the whole book. Some may object to the use of the word but as the majority of the characters are nothing but Females, it was a brilliant idea to call the book by that name.

Lynlie Martan is one of a large number of daughters whose lives are wasted by the influence of a Victorian father. The old saying "When father says turn we all turn" describes the Martan family and the fight against this unnatural position is written in a masterly manner. The family practically breaks up as a result of the domestic tyranny and the life of several of the sisters is described. The eldest sister Lettice appears as a dragon preventing Lynlie from making her own way in the world but an accident causes the final break and Lynlie's happiness becomes assured.

The book might be called the history of an unfortunate family, and as such becomes monotonous in parts, but when one considers the freedom of the modern miss it provides a powerful example of the fight females have had for emancipation.

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"MENTOR" 29th Feb. Genoa, Havre, Liverpool & Glasgow

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"HECTOR" 19th Feb. THE H.L.S. 3rd Mar. 10th Apr.

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"PROTEUS" 16th Feb. San Francisco, Vancouver & Seattle

INWARD SERVICE.

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"MENETHEUS" 14th Feb. For Shai, Moji, Kobo & Yhama.
PASSENGER SERVICE TO SHANGHAI.

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The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Doex, Road, next to the General Post Office.

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INWARD MAILED

From Per
SATURDAY, FEBRUARY 8.
Manila Oldekerk
U.S.A. (San Francisco, Jan. 10), Honolulu,
Japan and Shanghai President Harrison
SUNDAY, FEBRUARY 9.
Shanghai and Swatow Sunzing
Shanghai Coblenz
Suez and Straits Aeneas
Manila President Grant
MONDAY, FEBRUARY 10.
Amoy Shirala
Europe via Negapatam (Papers only, London, January 9) Kutaang
U.S.A. (San Francisco, Jan. 17), Honolulu,
Japan and Shanghai President Lincoln
TUESDAY, FEBRUARY 11.
Straits Alipore
Australia and Manila Changte
Japan and Shanghai General Metzinger
FRIDAY, FEBRUARY 14.
Europe via Suez (Letters & Papers, London, Jan. 16 and Parcels, Jan. 9) Kalyan
U.S.A. (Seattle, January 25), Japan and
Shanghai President Cleveland

OUTWARD MAILED

For Per
SATURDAY, FEBRUARY 8.
Straits and Calcutta Talma
Parcels Feb. 8, Noon
Letters 1 p.m.
President Harrison 5 p.m.
Liangchow Registration Feb. 8, 5 p.m.
Letters 6 p.m.
FEBRUARY 9.
Swatow, Amoy and Forness Hoxan Maru 9 a.m.
Bangkok via Swatow Kwangchow 9 a.m.
MONDAY, FEBRUARY 10.
Straits Bellerophon 2.30 p.m.
Swatow Hydrangea 2.30 p.m.
Japan, Honolulu, U.S.A., Canada
"C. & S. America and Europe via San Francisco President Grant
(Due San Francisco, March 5.)
Parcels Feb. 10, 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.
President Grant
Registration Feb. 10, 5 p.m.
Letters 6 p.m.
Nan Chang 6 p.m.
Autumn 6 p.m.

KONGMOON MAYOR DEPARTS

RECEPTION BY CHAMBER OF COMMERCE

STEAMER AGROUND

(From Our Own Correspondent) Pakkai, Kongmoon, Yesterday. Mr. Im Pok-kow, the Mayor of Kongmoon city, has departed and his place has been taken by Mr. Leung Cho-ko. A great reception was given to Mr. Im by the Chamber of Commerce and more than 200 representatives of various organisations gave him a tumultuous send-off from a fleet of launches from which firecrackers were discharged unceasingly.

Mr. Li Hoi-wan has succeeded Mr. Chung Hi-chek as Magistrate of the Toyshan district. Mr. Wong Wai-yuk, Magistrate of Sanwui, has not been permitted to resign.

The s.s. San Nam Hoi, from Hong Kong, has been aground in this part of the West River delta. After China New Year, the Hong Kong steamboats Paul Beau and Charles Hardouin ceased coming here, so that the number of boats between the two ports has been reduced to two each day. Accordingly, passage money has been raised to its maximum.

Chinese New Year

In spite of Government prohibition, Chinese New Year was celebrated here in time-honoured fashion. There was one exception, namely, the Sunning Railway worked as usual instead of enjoying a holiday.

Cargo junks, especially those in the valuable fruit trade, have been held up of late, but passenger town boats have been maintained as usual, excepting of course, for the New Year holidays.

Telephone communication between Pakkai and Kongmoon has now been established.

The bund at Kongmoon and the maloo (road) to Pakkai, including the bridges, have been completed with the exception of the surface paving.

Objection has been taken to the Native Customs building, which is now considered an obstruction—following constructional changes all round—as it is in the way of the road. People of the See Yap have petitioned to Nanking for its removal and word has been received that negotiations are being made with the Inspector-General of Customs.

NAVAL CONFERENCE

(Continued from Page 1.)

proposition in view of their size and cost and of the development of efficiency of air and submarine attack.

Aircraft Carriers

The Government would further limit the tonnage and the gun calibre of aircraft carriers, and suggests that ships of 10,000 tons and under should be included in the total tonnage of this category if used as aircraft carriers.

It proposes the reduction of the total aircraft tonnage for the British and United States Navies from 155,000 tons and an adjustment of the Treaty to, say, 100,000 tons and, an adjustment of that assigned to other nations in the Washington Treaty ratios.

It further proposes that the maximum size of aircraft carriers should be reduced to 25,000 tons, and that their age be 26 years instead of 20.

Empire and Cruisers

Regarding cruisers, the memorandum recalls that it was assumed during the recent British-American conversations that they should be grouped in one category which, in turn, should be subdivided into cruisers carrying 8-inch guns and cruisers carrying 6-inch guns and under.

It was also assumed during the negotiations that the requirements of the British Commonwealth would be 339,000 tons, divided into 50 cruisers. A final arrangement will be governed by the decision of the conference regarding the limitation in size of units.

The British Government proposes that the existing tonnage limit of 8-inch cruisers should remain at 10,000 tons, and that there should be a tonnage limit for smaller vessels at about 6,000 or 7,000 tons.

It suggests that only a fixed proportion of the latter class should be built up to that limit, and that the life of cruisers should be 20 years.

Limit for Destroyers

In regard to destroyers, the Government proposes that the limit assigned should be for leaders 1,850 tons, and for destroyers 1,600 tons, with 8-inch guns maximum for both classes.

The present British building programme of destroyers is for 200,000 tons ultimately, but this can be reduced if the submarine programmes of other Powers are reduced, for it is obvious that the size and total tonnage of destroyers must largely depend upon the size and total tonnage of submarines.

Submarines To Go?

The Government proposes the abolition of submarine. Its experts feel that the argument that the submarine is an arm solely of defence was destroyed by the experience of the late War, and that in war conditions it is an arm of attack. If abolition cannot

NANKING - SHANGHAI RAILWAY

MINISTRY AND £2,000,000 LOAN FROM LONDON

NO FOREIGN POSTS

Nanking, Yesterday. The Ministry of Railways has disclosed the following changes on the Nanking-Shanghai Railway:

After the dismissal of the foreign superintendent, a chairman will be appointed by the Ministry to attend to the Railway affairs. Excepting the foreign engineer and accountant who are recommended by the Sino-British Corporation and appointed by the Ministry, other posts (held by foreigners) are to be abolished. During the leave of absence of the engineer, a Chinese member of the staff will act in his stead.

£3,500 Renumeration

The Ministry will pay to the Sino-British Corporation a sum of £3,500 annually as renumeration for handling the Railway bonds, but no commission will be further paid for purchasing materials.

It is learned that the Ministry of Railways is negotiating a loan of £20,000,000 with the financiers in London for the completion of the Tung-cheng, Ching-Yang and Chu-Shao Railways, subject to the conditions of 5 per cent. commission on all materials purchased by the financiers.—Canton News Agency.

It is agreed upon that the British Government will put forward proposals limiting submarines rigidly to defence requirements.

In any case, it will press for the limitation of the submarine to lowest possible limit, and it proposes to urge the revival of the agreement signed at Washington in 1922, but not ratified by all signatory Powers, which would regulate in the interests of humanity the use of submarines against merchant ships.

In regard to auxiliary vessels not strictly entered into the fleet strengths the Government proposes that they should be specified, and that each Government should publish yearly lists of vessels of this class in commission as laid down.

Week-End Study

The British memorandum and the American proposals will be studied by the delegation during the week-end.

Mr. Ramsay MacDonald, who had a conversation with Mr. H. L. Stimson (U.S.A.) this morning, is going to Chequers, where to-morrow he will entertain the members of the Italian delegation at luncheon.

The Naval experts attending the conference will visit Chequers during the afternoon.

No official meetings have been arranged before Monday, when the First Committee resumes consideration of alternative methods of ascertaining naval tonnage.—British Wireless Service.

The BRIDGE of SAN-LUIS REY

ERNEST TORENCE
DON ALVARADO
RAQUEL TORRES



ALL-TALKING COMEDY

CHARLEY CHASE

IN
"The Snappy Sneeze"

METROTONE NEWS

Clog dancing in Holland
Giants of Toyland
6 day cycle race.

AT THE
FINAL SHOWINGS
TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

"THE TERROR"

AT STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20.

CASANOVA, THE PRINCE OF ADVENTURERS

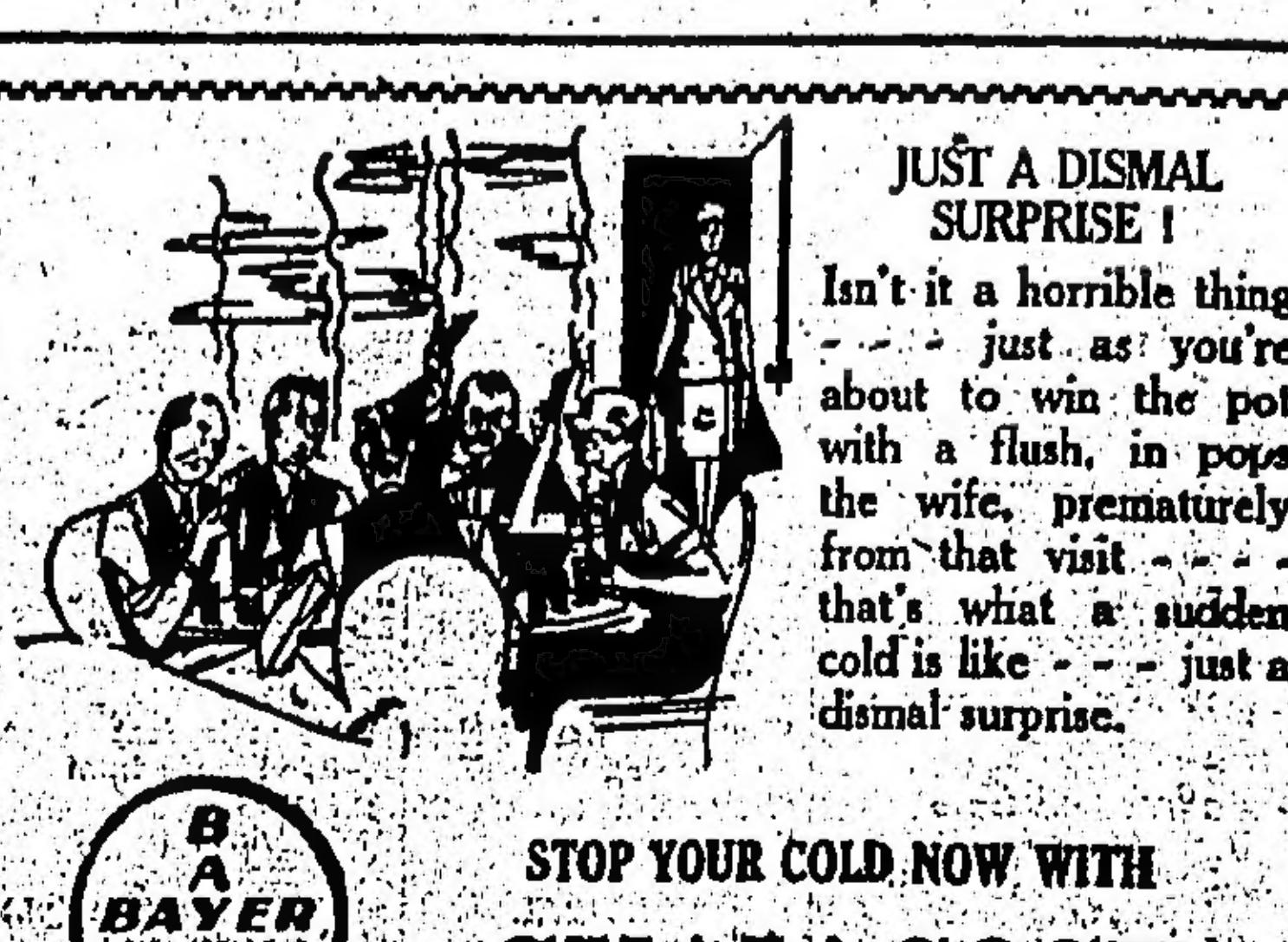
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ACTION — SUSPENSE!

AT THE
WORLD
FINAL SHOWINGS TO-DAY
at 5.15 and 9.20.
At 2.30 & 7.15, Chinese Picture, "Adopted SON'S VICTORY."

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